

*NHTSA  
Central Region*

**MISSOURI  
2009  
ANNUAL REPORT**

*Missouri Department of Transportation  
Highway Safety Division  
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## FOREWORD

The MoDOT mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri. The Highway Safety Division (HSD) works specifically to reduce the number and severity of traffic crashes resulting in deaths and injuries. This requires the staff of the Highway Safety Division to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Highway Safety Division and the support of the Missouri Department of Transportation. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; the Missouri Coalition for Roadway Safety; Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and Region 7, National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

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## EXECUTIVE SUMMARY

### GUIDELINES

The Annual Report for the Highway Safety Division (HSD) covers those activities funded for the period October 1, 2008 through September 30, 2009. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

### PURPOSE

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Highway Safety Division (HSD), a unit of the Missouri Department of Transportation. The goal of the HSD is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

### PROBLEM IDENTIFICATION

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 2008, there were 155,855 traffic crashes in Missouri resulting in an economic loss to the state in excess of \$3.1 billion. In these crashes, 55,149 persons were injured while another 960 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 3-33.

### PROBLEM SOLUTION

An annual Highway Safety Plan (HSP) is developed by the HSD utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable HSD to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic High Accident Locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

### STRATEGIES

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the HSP is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Section 154 transfer, 157, 408, 2010, 410 SAFETEA-LU, 2011, and 1906 funds.

### SUCSESSES/RESULTS

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.3 in 2008. In calendar year 2008, Missouri experienced declines in overall crashes and injuries. In fact, the goal to reduce fatalities to 1,000 or fewer by 2008 was successful—the death total was reduced to 992. The new goal to reduce fatalities to 850 by 2012 was established and strategies are now underway to accomplish that objective.

Year	Overall crashes	Injuries	Deaths
2007	166,052	60,000	992
2008	155,855	55,149	960
	<10,197	<4,851	<32

While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

### PROGRAM EVALUATION

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established



goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

#### INTERNAL ACTIVITIES

In addition to administering programs that are funded through state and local government agencies, HSD staff members participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review;
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

#### GRANT-FUNDED ACTIVITIES

The Highway Safety Division contracts with State and Local governmental agencies to perform services designed to impact specified problem areas that result in traffic crashes. These problem areas include: Aggressive Driving, Older Drivers, Public Information and Education, Alcohol and Other Drugs, Occupant Restraints, Motorcycle Crashes, School Buses, Young Drivers, Commercial Motor Vehicles, Vulnerable Roadway Users, Engineering and Data Collection.

A total of 361 contracts were issued to grantees. Agencies are required to submit a synopsis of their grant activities for the fiscal year including the results of their efforts. Within this report we have included a sampling of some of the projects we feel were quite successful. A complete file of all annual reports is maintained within the Highway Safety Division.

#### BUDGET

The total obligation of federal funding and expenditures by the State of Missouri for FY 2009 was as follows. Detailed project amounts are provided in the Budget Addendum.

FUNDING CODE	PROBLEM AREA	CURRENT 2009 FUNDS	CARRYOVER FROM 2008	TOTAL AVAILABLE	CARRYOVER TO 2010	TOTAL OBLIGATED
402 REG	All Traffic Safety	4,950,969.00	1,510,294.91	6,461,263.91	837,581.00	5,623,682.91
154	Transfer Funds - AL	3,728,936.00	4,348,114.69	8,077,050.69	4,577,137.00	3,499,913.69
154	Transfer Funds - HE	11,938,859.00	8,841,748.60	20,780,607.60	13,716,568.00	7,064,039.60
157	Incentive		1,780.61	1,780.61	-	1,780.61
410	Alcohol	2,773,507.00	3,623,489.22	6,396,996.22	3,804,425.00	2,592,571.22
SAFETEA-LU						
408	Data Program	530,459.00	936,847.62	1,467,306.62	1,147,778.00	319,528.62
2010	Motorcycle Safety	136,277.00	162,438.95	298,715.95	182,454.00	116,261.95
2011	Child Seats	400,968.00	1,136,140.43	1,537,108.43	1,212,058.00	325,050.43
1906	Prohibit Racial Profiling	-	452,967.06	452,967.06	206,907.00	246,060.06
TOTALS		24,459,975.00	21,013,822.09	45,473,797.09	25,684,908.00	19,788,889.09

## ANNUAL EVALUATION REPORT SUMMARY OF MISSOURI DATA

	<u>Baseline Data 1995 - 1998</u>				<u>Progress Report Data 2004 - 2008</u>				
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
<b>Fatalities</b>	1,109	1,148	1,192	1,169	1,130	1,257	1,096	992	960
<b>Serious Injuries (Defined as: Incapacitating Injury)</b>	10,592	10,328	10,205	9,538	8,859	8,625	8,150	7,744	6,932
<b>Fatalities and Serious Injuries Combined</b>	11,701	11,476	11,397	10,707	9,989	9,882	9,246	8,736	7,892
<b>Fatality Rate / 100 million VMT</b>	1.9	1.9	1.9	1.8	1.7	1.8	1.6	1.4	1.3
<b>Fatality and Serious Injury Rate/ 100 million VMT</b>	19.8	18.8	18.1	16.6	14.6	14.4	13.4	12.6	10.9
<b>Fatality Rate / 100K Population</b>	20.6	21.1	21.7	21.2	19.6	21.7	18.8	16.9	16.2
<b>Fatality and Serious Injury Rate / 100K population</b>	217.6	211.3	207.9	193.9	173.6	170.4	158.2	148.6	147.2
<b>Alcohol-Related Fatalities</b>	266	286	242	277	252	274	273	243	262
<b>Alcohol-Related Fatalities as percentage of All Fatalities (%)</b>	23.99%	24.92%	20.31%	23.70%	22.3%	21.80%	24.91%	24.5%	27.30%
<b>Alcohol Related Fatality Rate / 100 million VMT</b>	0.4	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Percent of Population Using Safety Belts*</b>	unknown	unknown	unknown	60.42%	75.88%	77.41%	75.1%	77.16%	75.78%
<b>Percent of unbelted drivers and occupants seriously injured or killed in a crash</b>	23.01%	22.65%	22.78%	22.83%	29.26%	30.29%	31.14	29.67	30.7
<b>State Population Estimates</b>	5,378,247	5,431,553	5,481,193	5,521,765	5,754,618	5,800,310	5,842,713	5,878,415	5,911,605

\*Seatbelt percentages from University of Central Missouri Seatbelt Usage Surveys.

Seatbelt usage percentages are for drivers and passengers of automobiles, sport utility vehicles, vans, and trucks only to ensure consistency across years.

Crash data provided by the Statistical Analysis Center, Missouri State Highway Patrol

## POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public education and awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be drivers committing hazardous moving violations (especially speeders and drinking drivers) and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the *fatal* crashes occurred in rural areas.

### BENCHMARKS

Established	Result
2% reduction in fatalities and disabling injuries attributable to aggressive driving crashes in comparison to the previous 3-year total (2005-2007 = 10,628)  Statistics from 2005-2007 show a slight increase in the number of aggressive driving fatalities and disabling injuries as a percentage of total fatalities and disabling injuries (37.4% in 2005, up to 38.1% in 2006, slightly up again to 39.0% in 2007). When reviewing fatalities only, there has also been a slight fluctuation in the number of aggressive driving fatalities as a percentage of total fatalities (41.8% in 2005, up to 42.9% in 2006, and slightly down to 42.7% in 2007)	From 2006 through 2008 there were 10,752 fatalities and disabling injuries attributed to aggressive driving crashes, a 1.2% increase from the previous 3-year period of 10,628.
2% decrease in number of fatalities and disabling injuries resulting from crashes involving older drivers of a motor vehicle in comparison to the previous 3-year total (2005-2007 = 3,729)	From 2006-2008 there were 3,546 fatalities and disabling injuries that involved an older driver of a motor vehicle. This was a 4.9% reduction from the previous 3-year total of 3,729.
2% decrease in fatalities and disabling injuries resulting from crashes involving young drivers compared to the previous 3-year period (2005 - 2007 = 7,318)	From 2006-2008 there were 6,581 fatalities and disabling injuries that involved a young driver. This was a decrease of 10.1% from the previous 3-year period of 7,318.
2% reduction in fatalities and disabling injuries resulting from crashes involving motorcycles in comparison to the previous 3-year period (2005-2007 = 2,311)	From 2006-2008 there were 2,486 fatalities and disabling injuries resulting from crashes involving motorcycles. This was a 7.6% increase from the previous 3-years period of 2,311.

### STRATEGIES

Identified	Implemented
Expand targeted corridor projects and Selective Traffic Enforcement Programs (STEPs) conducted by the Highway Patrol and local law enforcement agencies	The Missouri Safety Center under contract with the Highway Safety Division contacted and offered overtime enforcement contracts to over 250 targeted law enforcement agencies statewide in the counties where set belt surveys and the majority of fatal and personal injury crashes were occurring. The goal of this program was to put as much enforcement on the streets during the national Click It or Ticket Campaign time frame. A report of the total hours worked and the accomplished enforcement actions is attached to this section.
Continue to strategize with law enforcement and training academy partners to develop enforcement/awareness countermeasures and share their concepts and programs	The Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri and the Missouri Southern State University) to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum.
Fund saturation enforcement efforts in construction/work zones in the MoDOT districts and enhance the enforcement with public awareness campaigns	Campaign tools were made available and included statewide media, press events, a work zone line from the MoDOT website where the public can go for work zone-related information, billboards near major work zones in Missouri, as well as employee and public-awareness events through the districts all year long. An orange light campaign ran statewide where the districts worked to light major landmarks

	in their area orange during Work Zone Awareness Week.
Expand use of speed monitoring and changeable message signs	MoDOT continued using electronic changeable message boards to include the SCOUT and GATEWAY systems. Permanent MoDOT message board systems were also used.
Expand efforts to educate roadway users on the dangers of aggressive driving and the rules of the road	The Safe Driving Guide for all new drivers were distributed throughout the year. HSD continues to provide presentations to corporate, communities and schools about the dangers of aggressive driving and the rules of the road. MoDOT continues to expand clear zones to open up visibility.
Expand the use of red light running cameras throughout the state	The HSD continues to promote and support the installation and use of red light running cameras across the State. This tool has been proven to reduce hazardous moving crashes.
Work with safety advocates and partners to assess and implement countermeasures to reduce crashes involving older drivers	The Missouri Coalition for Roadway Safety has approved the creation of a Subcommittee on Elder Mobility and Safety. Solicitation of subcommittee members took place during this timeframe and they will host their first meeting during the next grant cycle. Countermeasures to reduce crashes involving older drivers will be the main focus of the committee.
Maintain a database of partners that have an interest in older driver issues; keep these partners apprised of new developments and materials in this field	A database of safety partners interested in Older Driver issues is maintained by the HSD and efforts continue through that group.
Develop and distribute public informational materials to assist older drivers and their families	Materials were purchased under this project for adaptive devices used for training. Older driver brochures are reprinted and provided at events and are also available online.
Conduct <i>Drive Well and Car Fit</i> NHTSA training sessions in selected regions of the state	CarFit events were hosted around the state. In addition other activities were conducted during the grant year that did not require funding.
Implement strategies outlined in <i>Missouri's Blueprint for Safer Roadways</i>	Strategies outlined in Missouri's Blueprint for Safer Roadways are included in Missouri's Highway Safety Plan each year.
Train law enforcement personnel to identify signs of impairment specific to older drivers	A curriculum was purchased in order to provide sensitivity training to advocates in the state who will be working with older driver safety programs. The program uses several tools to simulate some of the age-related problems with vision and flexibility.
Identify and promote self-assessment tools to enable older drivers to check their own driving abilities	THE HSD promotes the use of self-assessment tools such as the AAA Roadwise Review.
Improve the process for reporting unsafe or medically unfit drivers (revisions of forms, internal processes, and needed training)	Data from the detailed review and common best practices in medical review from other jurisdictions were utilized in a complete revision of the Missouri Physician Statement (Form 1528A). The new form includes many features from other jurisdictions, as well as practices recommended by the American Medical Association Older Drivers Project. A core principle of this revision is that physicians need clear guidance about what to evaluate, how to relate finds to the driving task, and how to make reasoned conclusions and recommendations.
Continue support for the MMSP administered by the Missouri Safety Center at UCM	The HSD continues to work with the Missouri Safety Center at UCM on the MMSP program to provide statewide awareness/education in order to decrease motorcycle fatalities/injuries in Missouri.
Continue to provide motorcycle rider education statewide in order to train 4500 riders annually	A total of 4,716 were trained during the fiscal year through this program. This number is down from 2008 and follows the national trend. All state programs experienced a reduction in training numbers in 2009.
Conduct a minimum of two RiderCoaches (Instructor) Preparation courses per year over the next five years in order to train and expand base of certified motorcycle RiderCoaches	Two RiderCoaches Instructor Prep courses were held in 2009. It is anticipated two additional courses will be held during the next grant year.

Actively participate in Missouri's Motorcycle Safety Committee	MMSP hosted 2 meetings in 2009 and will continue to host 2 meetings in 2010.
Implement, as feasible, strategies identified in the "Strategic Planning Final Report," August 30, 2006, developed by the Missouri Motorcycle Safety Committee	The MMSP Committee expanded the statewide radio campaign in 2009 to include additional motorist awareness, alcohol awareness and riding gear messages in 2009. It will continue to expand radio messages statewide in 2010. The motorist awareness billboard campaign expanded in 2009 by 5 additional billboards in heavy traffic areas.
Distribute NHTSA's <i>Fake Helmets, Unsafe on Any Head</i> to law enforcement agencies, conduct training through LETSAC on detecting the use of non-compliant helmets, and encourage aggressive enforcement of Missouri's helmet law (DVDs are now available and are being distributed)	These objectives were met. Additional videos will be distributed to law enforcement agencies as they become available.
Distribute NHTSA's <i>Detecting DWI Motorcyclists</i> to law enforcement agencies, conduct training through LETSAC on detecting DWI motorcyclists, and encourage aggressive enforcement of while riding while impaired	The MMSP Coordinator presented at the LETSAC annual training in July of 2009.
Continue to work with eligible entities that are seeking approval to become training providers in order to expand motorcycle training capacity (in identified areas of need)	Efforts continue to work with entities to become training providers in an effort to expand motorcycle training on a statewide basis.
Continue to search for suitable locations for permanent training sites to expand motorcycle training capacity in order to accommodate training within 50 miles of any Missouri resident.	The effort continues but no additional training sites were established in 2009 due to reduction in demand.
Continue to encourage motorcycle groups and motorcycle dealerships to promote formal motorcycle rider education	New pamphlets were produced and distributed to organizations and dealerships in 2009
Expand upon the motorcycle public information and education campaigns including motorists' awareness of motorcyclists (promote <i>Share the Road</i> paid media campaign utilizing Section 2010 funds); proper protective gear – to include billboards, print materials (pamphlets and posters), radio spots, and television spots; distribute print materials statewide through the DOR field offices, MSHP examination stations, dealerships, etc.	Over \$109,000 of Section 2010 funds was used for radio advertising in May, June and July of 2009. Seventy-four radio stations aired 6,271 "Share the Road messages during the three-month media campaign. Also, \$3,600 was used for internet messaging with Mizzou Sports Properties. The internet advertising generated 300,000 impressions.
Conduct a statewide motorcycle assessment	The motorcycle safety program technical assessment was conducted at the Capital Plaza Hotel in Jefferson City, MO on April 12-017, 2009. Motorcycle safety program subject matter experts and key stakeholders delivered brief testimony to the panel review team over a 3-day period. More than 41 presenters were interviewed by the panel review team. A copy of the final report/results of the assessment is maintained in the HS office.

## ENFORCEMENT EFFORTS

The Highway Safety Division recognizes that enforcement efforts, when coupled with education/awareness/media activities, has a much more profound impact. The Statewide enforcement mobilization "Click it Or Ticket" was held from May 15 through May 31, 2009, and the "You Drink and Drive, You Lose." mobilization was held from August 21-September 7, 2009. Law enforcement agencies put in 19,219 hours toward these efforts. The mobilizations were preceded by a media blitz and followed by a recap of the activities upon completion of the enforcement efforts.

Attached to this report is a summary of citation activity data and crash analysis for fiscal year 2009.

## TRAINING

Traffic enforcement is a dynamic field. Terrorism, drug-trafficking, evolving designs of motor vehicles, and increased traffic loads make it necessary to continually train law enforcement officers on investigating crashes, making traffic stops, searching vehicles, changing laws, and technology advances. The Highway Safety Division contracts with state and local law enforcement academies (University of Central Missouri and the Missouri Southern State University) to offer "traffic safety specific" courses that aren't normally offered through the Basic Law Enforcement Academy curriculum. Some of the courses funded through the Highway Safety Division for FY 2008 were:

1. Basic Standard Field Sobriety Testing

2. Standard Field Sobriety Testing Instructor Course
3. Standard Field Sobriety Testing Basic Update
4. Standard Field Sobriety Testing Refresher Course
5. Detecting Impaired Driving and Documenting and Testifying
6. BAC Type II Training
7. BAC type III Training
8. Recognizing the Drug Impaired Driver
9. D.W.I. Crash Investigation
10. Sobriety Checkpoint Supervisor Training
11. DRE Recertification Training
12. Small Department DWI Detection
13. Vehicle Search & Seizure
14. High Risk Vehicle Stops
15. Beyond the Ticket
16. MO Motor Vehicle law
17. Railroad Crossing Collision Investigation
18. Crash Investigation Series
19. Emergency Vehicle Operations
20. Pursuits Civil Criminal Liability
21. Courses offered by Missouri State Highway Patrol, which include:
  - a. Basic Crash Investigation
  - b. Advanced Crash Investigation
  - c. Crash Reconstruction
  - d. Crash Reconstruction Retraining
  - e. Radar Instructor
  - f. Laser Instructor
  - g. Motorcycle/Pedestrian Crash Investigation
  - h. SFST Instructor
  - i. BAC Type II
  - j. BAC Type III/SFST
  - k. Energy Methods Crash Reconstruction
  - l. EVOC
  - m. EVOC Instructor

In addition to the academies, training was offered by the Department of Revenue, Office of the State Courts Administrator, Missouri Office of Prosecution Services, Highway Safety Division, and the Law Enforcement Traffic Safety Advisory Council (LETSAC). Some of the training is available to more than just law enforcement agencies.

## **OLDER DRIVERS**

Our population is aging and older adult drivers are increasing their exposure (miles driven/year) on the highways. Fatality rates per vehicle miles traveled have been falling for society as a whole, but older drivers' rates are increasing (NHTSA, 2005). According to the 2000 Census, Missouri ranked 14th nationally with 13.5% of the population age 65 or older. A 62 percent increase is expected in this age group between 2005 and 2025, from 774,000 to 1,258,000.

Older drivers are a major concern because they are more at risk of dying in a traffic crash than younger drivers. This is due, in large part, to the fragility of older individuals. Fragility and inflexibility – natural occurrences of aging – cause older drivers to be more easily injured. These conditions cause them to be less likely to survive their injuries. Certain progressive illnesses, such as osteoporosis, atherosclerosis, Alzheimer's disease and macular degeneration, eventually cause physical weakness and/or require driving retirement due to the progressive nature of these diseases. For this reason, NHTSA lists older driver safety as a priority area for research, education, and rulemaking in the upcoming decade.

In relation to all other licensed drivers in the State, drivers 65 and over are almost equally involved in Missouri's traffic crash experience; however, older drivers do not travel as many miles or as frequently as other drivers. This may be due, in part, to the fact that older drivers tend to self-regulate. As their nighttime vision begins to deteriorate, they begin to restrict their driving to daylight hours. If they are uncomfortable or frightened driving in unfamiliar surroundings, they limit their driving to locations that are well known to them.

In 2006, there were 638,057 people licensed in Missouri who were age 65 or over. They accounted for 14.9% percent of the 4,281,710 persons licensed in Missouri. By 2009, 681,260 of the 4,310,044 licensed drivers in the state were 65 and older—representing an increase to 15.8% of the total licensed driver population.



Of all 2006-2008 fatal and disabling injury crashes in Missouri, 13.8% involved an older driver of a motor vehicle. In 2006-2008, 506 persons were killed and 3,040 were seriously injured in traffic crashes involving an older driver of a motor vehicle.

#### **EFFICIENCY AND PRODUCTIVITY**

The Highway Safety Division contracted with the Regional Justice Information System (REJIS) to develop a web-based contract management system. The system was completed in 2002 and available for application submission for 2003 grants. This is the fifth year that the Annual Report could be completed on line, which continues to streamline our process.

Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of HSD staff to begin the migration to a complete web-based grants management system. REJIS prepared a new design document outlining the changes necessary to change to the new technology. This rewrite has been completed and is now online for the processing of 2010 grants.

**Highway Safety Funded Enforcement Totals  
Fiscal Year 2009**

	Totals	
DWI	5,369	
Following to Close	2,282	
Stop sign	7,843	
Signal violation	3,974	
Fail to Yield	1,335	
C&I	1,968	
Speeding	98,453	
Other HMV	25,483	
Total HMV	132,777	
Seat Belt	29,034	
Child Restraint	1,161	
Other Violations	40,993	
<b>Total Violations</b>	<b>190,984</b>	
Felony Arrests	1,362	
Drug Arrests	1,812	
Vehicles Recovered	164	
Fugitives Apprehended	3,578	
Suspended Revoked License	6,480	
Uninsured	16,063	
<b>Total Number of Stops</b>	<b>311,452</b>	
<b>Hours Worked</b>	<b>151,913</b>	
<b>Number of Sobriety Checkpoints</b>	<b>441</b>	

Agency	Crash Type	Oct. 1, 2005 - Sept. 30, 2008 Fatal Crashes	3 Year Average Fatal Crashes	Oct. 1, 2008 - Sept. 30, 2009 Fatal Crashes
Arnold Police Dept.	Alcohol/Drug Involved	3	1.00	1
Arnold Police Dept.	Speed - Exceeded Limit	4	1.33	1
Arnold Police Dept.	Hazardous Moving Violations	4	1.33	1
Ballwin Police Dept.	Alcohol/Drug Involved	0	0.00	0
Ballwin Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ballwin Police Dept.	Hazardous Moving Violations	0	0.00	0
Barton County Sheriff's	Alcohol/Drug Involved	2	0.67	0
Barton County Sheriff's	Speed - Exceeded Limit	2	0.67	0
Barton County Sheriff's	Hazardous Moving Violations	4	1.33	4
Bellefontaine Neighbors	Alcohol/Drug Involved	2	0.67	0
Bellefontaine Neighbors	Speed - Exceeded Limit	0	0.00	0
Bellefontaine Neighbors	Hazardous Moving Violations	4	1.33	0
Belton Police Dept.	Alcohol/Drug Involved	0	0.00	0
Belton Police Dept.	Speed - Exceeded Limit	0	0.00	0
Belton Police Dept.	Hazardous Moving Violations	0	0.00	0
Blue Springs Police Dept.	Alcohol/Drug Involved	3	1.00	1
Blue Springs Police Dept.	Speed - Exceeded Limit	4	1.33	0
Blue Springs Police Dept.	Hazardous Moving Violations	6	2.00	1
Boone County Sheriff's	Alcohol/Drug Involved	6	2.00	3
Boone County Sheriff's	Speed - Exceeded Limit	6	2.00	1
Boone County Sheriff's	Hazardous Moving Violations	14	4.67	5
Bowling Green Police Dept.	Alcohol/Drug Involved	0	0.00	0
Bowling Green Police Dept.	Speed - Exceeded Limit	0	0.00	0
Bowling Green Police Dept.	Hazardous Moving Violations	0	0.00	0
Bridgeton Police Dept.	Alcohol/Drug Involved	3	1.00	2
Bridgeton Police Dept.	Speed - Exceeded Limit	2	0.67	1
Bridgeton Police Dept.	Hazardous Moving Violations	6	2.00	2
Buchanan County Sheriff's	Alcohol/Drug Involved	6	2.00	2
Buchanan County Sheriff's	Speed - Exceeded Limit	3	1.00	0
Buchanan County Sheriff's	Hazardous Moving Violations	8	2.67	2
Camden County Sheriff's	Alcohol/Drug Involved	12	4.00	3
Camden County Sheriff's	Speed - Exceeded Limit	4	1.33	1
Camden County Sheriff's	Hazardous Moving Violations	20	6.67	8
Cape Girardeau Police	Alcohol/Drug Involved	1	0.33	1
Cape Girardeau Police	Speed - Exceeded Limit	1	0.33	1
Cape Girardeau Police	Hazardous Moving Violations	1	0.33	1
Cass County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	2
Cass County Sheriff's Dept.	Speed - Exceeded Limit	2	0.67	2
Cass County Sheriff's Dept.	Hazardous Moving Violations	5	1.67	5

Christian County Sheriff's Dept.	Alcohol/Drug Involved	0	0.00	0
Christian County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	0
Christian County Sheriff's Dept.	Hazardous Moving Violations	10	3.33	2
Clay County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	2
Clay County Sheriff's Dept.	Speed - Exceeded Limit	1	0.33	4
Clay County Sheriff's Dept.	Hazardous Moving Violations	2	0.67	6
Cole County Sheriff's Dept.	Alcohol/Drug Involved	13	4.33	1
Cole County Sheriff's Dept.	Speed - Exceeded Limit	4	1.33	0
Cole County Sheriff's Dept.	Hazardous Moving Violations	7	2.33	0
Columbia Police Dept.	Alcohol/Drug Involved	13	4.33	5
Columbia Police Dept.	Speed - Exceeded Limit	14	4.67	7
Columbia Police Dept.	Hazardous Moving Violations	18	6.00	7
Cool Valley Police Dept.	Alcohol/Drug Involved	0	0.00	0
Cool Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0
Cool Valley Police Dept.	Hazardous Moving Violations	0	0.00	0
Creve Coeur Police Dept.	Alcohol/Drug Involved	0	0.00	0
Creve Coeur Police Dept.	Speed - Exceeded Limit	0	0.00	0
Creve Coeur Police Dept.	Hazardous Moving Violations	0	0.00	0
Crystal City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Crystal City Police Dept.	Speed - Exceeded Limit	0	0.00	0
Crystal City Police Dept.	Hazardous Moving Violations	1	0.33	0
DeSoto Police Dept.	Alcohol/Drug Involved	0	0.00	1
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	0	0.00	1
Eldon Police Dept.	Alcohol/Drug Involved	2	0.67	0
Eldon Police Dept.	Speed - Exceeded Limit	0	0.00	0
Eldon Police Dept.	Hazardous Moving Violations	1	0.33	0
Ellisville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ellisville Police Dept.	Hazardous Moving Violations	0	0.00	0
Eureka Police Dept.	Alcohol/Drug Involved	2	0.67	0
Eureka Police Dept.	Speed - Exceeded Limit	1	0.33	0
Eureka Police Dept.	Hazardous Moving Violations	2	0.67	0
Farmington Police Dept.	Alcohol/Drug Involved	0	0.00	0
Farmington Police Dept.	Speed - Exceeded Limit	1	0.33	0
Farmington Police Dept.	Hazardous Moving Violations	2	0.67	0
Ferguson Police Dept.	Alcohol/Drug Involved	0	0.00	0
Ferguson Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ferguson Police Dept.	Hazardous Moving Violations	0	0.00	1
Festus Police Dept.	Alcohol/Drug Involved	0	0.00	1
Festus Police Dept.	Speed - Exceeded Limit	0	0.00	1

Festus Police Dept.	Hazardous Moving Violations	1	0.33	2
Florissant Police Dept.	Alcohol/Drug Involved	5	1.67	0
Florissant Police Dept.	Speed - Exceeded Limit	2	0.67	0
Florissant Police Dept.	Hazardous Moving Violations	2	0.67	1
Franklin County Sheriff's	Alcohol/Drug Involved	26	8.67	6
Franklin County Sheriff's	Speed - Exceeded Limit	7	2.33	2
Franklin County Sheriff's	Hazardous Moving Violations	40	13.33	8
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	0	0.00	0
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	0	0.00	1
Gladstone Dept. of Public Safety	Hazardous Moving Violations	0	0.00	1
Glendale Police Dept.	Alcohol/Drug Involved	0	0.00	0
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0
Grain Valley Police Dept.	Alcohol/Drug Involved	0	0.00	0
Grain Valley Police Dept.	Speed - Exceeded Limit	0	0.00	0
Grain Valley Police Dept.	Hazardous Moving Violations	0	0.00	0
Grandview Police Dept.	Alcohol/Drug Involved	2	0.67	1
Grandview Police Dept.	Speed - Exceeded Limit	3	1.00	0
Grandview Police Dept.	Hazardous Moving Violations	6	2.00	1
Greene County Sheriff's	Alcohol/Drug Involved	12	4.00	1
Greene County Sheriff's	Speed - Exceeded Limit	11	3.67	0
Greene County Sheriff's	Hazardous Moving Violations	22	7.33	1
Hallsville Police	Alcohol/Drug Involved	0	0.00	0
Hallsville Police	Speed - Exceeded Limit	0	0.00	0
Hallsville Police	Hazardous Moving Violations	0	0.00	0
Hannibal Police Dept.	Alcohol/Drug Involved	0	0.00	0
Hannibal Police Dept.	Speed - Exceeded Limit	1	0.33	0
Hannibal Police Dept.	Hazardous Moving Violations	1	0.33	0
Harrisonville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Harrisonville Police Dept.	Speed - Exceeded Limit	1	0.33	0
Harrisonville Police Dept.	Hazardous Moving Violations	1	0.33	0
Herculaneum Police Dept.	Alcohol/Drug Involved	1	0.33	0
Herculaneum Police Dept.	Speed - Exceeded Limit	0	0.00	1
Herculaneum Police Dept.	Hazardous Moving Violations	1	0.33	1
Howell County Sheriff's	Alcohol/Drug Involved	5	1.67	3
Howell County Sheriff's	Speed - Exceeded Limit	3	1.00	0
Howell County Sheriff's	Hazardous Moving Violations	10	3.33	5
Independence Police Dept.	Alcohol/Drug Involved	18	6.00	2
Independence Police Dept.	Speed - Exceeded Limit	16	5.33	5
Independence Police Dept.	Hazardous Moving Violations	19	6.33	6
Jackson County Sheriff's	Alcohol/Drug Involved	3	1.00	4

Jackson County Sheriff's	Speed - Exceeded Limit	6	2.00	2
Jackson County Sheriff's	Hazardous Moving Violations	6	2.00	4
Jackson Police Dept.	Alcohol/Drug Involved	0	0.00	0
Jackson Police Dept.	Speed - Exceeded Limit	0	0.00	0
Jackson Police Dept.	Hazardous Moving Violations	0	0.00	0
Jasco-Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	9	3.00	2
Jasper County Sheriff's	Speed - Exceeded Limit	5	1.67	0
Jasper County Sheriff's	Hazardous Moving Violations	13	4.33	5
Jefferson City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Jefferson City Police Dept.	Speed - Exceeded Limit	1	0.33	0
Jefferson City Police Dept.	Hazardous Moving Violations	4	1.33	0
Jefferson County Sheriff's	Alcohol/Drug Involved	31	10.33	14
Jefferson County Sheriff's	Speed - Exceeded Limit	12	4.00	2
Jefferson County Sheriff's	Hazardous Moving Violations	34	11.33	10
Jennings Police Dept.	Alcohol/Drug Involved	0	0.00	0
Jennings Police Dept.	Speed - Exceeded Limit	1	0.33	0
Jennings Police Dept.	Hazardous Moving Violations	3	1.00	0
Joplin Police Dept.	Alcohol/Drug Involved	2	0.67	2
Joplin Police Dept.	Speed - Exceeded Limit	4	1.33	0
Joplin Police Dept.	Hazardous Moving Violations	7	2.33	2
Kansas City Police Dept.	Alcohol/Drug Involved	52	17.33	26
Kansas City Police Dept.	Speed - Exceeded Limit	51	17.00	27
Kansas City Police Dept.	Hazardous Moving Violations	74	24.67	32
Kennett Police Dept.	Alcohol/Drug Involved	1	0.33	0
Kennett Police Dept.	Speed - Exceeded Limit	1	0.33	0
Kennett Police Dept.	Hazardous Moving Violations	1	0.33	0
Kirkwood Police Dept.	Alcohol/Drug Involved	0	0.00	0
Kirkwood Police Dept.	Speed - Exceeded Limit	1	0.33	0
Kirkwood Police Dept.	Hazardous Moving Violations	1	0.33	0
Ladue Police Dept.	Alcohol/Drug Involved	3	1.00	0
Ladue Police Dept.	Speed - Exceeded Limit	1	0.33	0
Ladue Police Dept.	Hazardous Moving Violations	2	0.67	0
Lake St. Louis Police Dept.	Alcohol/Drug Involved	0	0.00	0
Lake St. Louis Police Dept.	Speed - Exceeded Limit	0	0.00	0
Lake St. Louis Police Dept.	Hazardous Moving Violations	0	0.00	0
Lawrence County Sheriff's	Alcohol/Drug Involved	5	1.67	5
Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	0
Lawrence County Sheriff's	Hazardous Moving Violations	4	1.33	2



Lee's Summit Police Dept.	Alcohol/Drug Involved	5	1.67	0
Lee's Summit Police Dept.	Speed - Exceeded Limit	5	1.67	0
Lee's Summit Police Dept.	Hazardous Moving Violations	12	4.00	0
Liberty Police Dept.	Alcohol/Drug Involved	2	0.67	0
Liberty Police Dept.	Speed - Exceeded Limit	0	0.00	1
Liberty Police Dept.	Hazardous Moving Violations	0	0.00	1
Lone Jack Police Dept.	Alcohol/Drug Involved	0	0.00	0
Lone Jack Police Dept.	Speed - Exceeded Limit	0	0.00	0
Lone Jack Police Dept.	Hazardous Moving Violations	0	0.00	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	2	0.67	1
Maryland Heights Police Dept.	Speed - Exceeded Limit	1	0.33	1
Maryland Heights Police Dept.	Hazardous Moving Violations	5	1.67	1
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Neosho Police Dept.	Alcohol/Drug Involved	1	0.33	0
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0
Neosho Police Dept.	Hazardous Moving Violations	0	0.00	0
Newton County Sheriff's	Alcohol/Drug Involved	9	3.00	2
Newton County Sheriff's	Speed - Exceeded Limit	3	1.00	1
Newton County Sheriff's	Hazardous Moving Violations	9	3.00	6
Nixa Police Dept.	Alcohol/Drug Involved	0	0.00	0
Nixa Police Dept.	Speed - Exceeded Limit	1	0.33	0
Nixa Police Dept.	Hazardous Moving Violations	2	0.67	0
Normandy Police Dept.	Alcohol/Drug Involved	1	0.33	0
Normandy Police Dept.	Speed - Exceeded Limit	0	0.00	0
Normandy Police Dept.	Hazardous Moving Violations	1	0.33	0
O'Fallon Police Dept.	Alcohol/Drug Involved	3	1.00	1
O'Fallon Police Dept.	Speed - Exceeded Limit	2	0.67	1
O'Fallon Police Dept.	Hazardous Moving Violations	2	0.67	1
Olivette Police Dept.	Alcohol/Drug Involved	0	0.00	0
Olivette Police Dept.	Speed - Exceeded Limit	2	0.67	0
Olivette Police Dept.	Hazardous Moving Violations	2	0.67	0
Osage Beach	Alcohol/Drug Involved	1	0.33	0
Osage Beach	Speed - Exceeded Limit	0	0.00	0
Osage Beach	Hazardous Moving Violations	1	0.33	0
Overland Police Dept.	Alcohol/Drug Involved	1	0.33	0
Overland Police Dept.	Speed - Exceeded Limit	1	0.33	0
Overland Police Dept.	Hazardous Moving Violations	1	0.33	0
Ozark Police Dept.	Alcohol/Drug Involved	1	0.33	0
Ozark Police Dept.	Speed - Exceeded Limit	0	0.00	0

Ozark Police Dept.	Hazardous Moving Violations	2	0.67	0
Peculiar Police Dept.	Alcohol/Drug Involved	0	0.00	0
Peculiar Police Dept.	Speed - Exceeded Limit	1	0.33	0
Peculiar Police Dept.	Hazardous Moving Violations	1	0.33	1
Perryville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Perryville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Perryville Police Dept.	Hazardous Moving Violations	0	0.00	0
Pevely Police Dept.	Alcohol/Drug Involved	2	0.67	0
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pevely Police Dept.	Hazardous Moving Violations	1	0.33	0
Platte County Sheriff's	Alcohol/Drug Involved	8	2.67	0
Platte County Sheriff's	Speed - Exceeded Limit	0	0.00	1
Platte County Sheriff's	Hazardous Moving Violations	7	2.33	1
Pleasant Hill Police Dept.	Alcohol/Drug Involved	0	0.00	0
Pleasant Hill Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pleasant Hill Police Dept.	Hazardous Moving Violations	0	0.00	0
Raymore Police Dept.	Alcohol/Drug Involved	0	0.00	1
Raymore Police Dept.	Speed - Exceeded Limit	0	0.00	1
Raymore Police Dept.	Hazardous Moving Violations	1	0.33	1
Raytown Police Dept.	Alcohol/Drug Involved	0	0.00	1
Raytown Police Dept.	Speed - Exceeded Limit	1	0.33	1
Raytown Police Dept.	Hazardous Moving Violations	1	0.33	1
Riverside Dept. of Public Safety	Alcohol/Drug Involved	0	0.00	1
Riverside Dept. of Public Safety	Speed - Exceeded Limit	1	0.33	0
Riverside Dept. of Public Safety	Hazardous Moving Violations	1	0.33	2
Scott County Sheriff's	Alcohol/Drug Involved	4	1.33	1
Scott County Sheriff's	Speed - Exceeded Limit	0	0.00	2
Scott County Sheriff's	Hazardous Moving Violations	6	2.00	3
Sedalia Police Dept.	Alcohol/Drug Involved	1	0.33	0
Sedalia Police Dept.	Speed - Exceeded Limit	2	0.67	0
Sedalia Police Dept.	Hazardous Moving Violations	2	0.67	0
Smithville Police Dept.	Alcohol/Drug Involved	0	0.00	1
Smithville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Smithville Police Dept.	Hazardous Moving Violations	0	0.00	0
Springfield Police Dept.	Alcohol/Drug Involved	12	4.00	3
Springfield Police Dept.	Speed - Exceeded Limit	19	6.33	1
Springfield Police Dept.	Hazardous Moving Violations	22	7.33	2
St. Ann Police Dept.	Alcohol/Drug Involved	1	0.33	0
St. Ann Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. Ann Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Charles City Police	Alcohol/Drug Involved	5	1.67	0

St. Charles City Police	Speed - Exceeded Limit	2	0.67	0
St. Charles City Police	Hazardous Moving Violations	3	1.00	0
St. Charles County Sheriff's	Alcohol/Drug Involved	18	6.00	8
St. Charles County Sheriff's	Speed - Exceeded Limit	8	2.67	3
St. Charles County Sheriff's	Hazardous Moving Violations	15	5.00	10
St. John Police Dept.	Alcohol/Drug Involved	0	0.00	0
St. John Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. John Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Joseph Police Dept.	Alcohol/Drug Involved	5	1.67	1
St. Joseph Police Dept.	Speed - Exceeded Limit	8	2.67	2
St. Joseph Police Dept.	Hazardous Moving Violations	9	3.00	2
St. Louis County Police	Alcohol/Drug Involved	14	4.67	3
St. Louis County Police	Speed - Exceeded Limit	10	3.33	5
St. Louis County Police	Hazardous Moving Violations	17	5.67	10
St. Louis Metro Police	Alcohol/Drug Involved	23	7.67	1
St. Louis Metro Police	Speed - Exceeded Limit	66	22.00	21
St. Louis Metro Police	Hazardous Moving Violations	71	23.67	27
Stone County Sheriff's	Alcohol/Drug Involved	5	1.67	2
Stone County Sheriff's	Speed - Exceeded Limit	4	1.33	1
Stone County Sheriff's	Hazardous Moving Violations	8	2.67	3
Strafford Police Dept.	Alcohol/Drug Involved	1	0.33	0
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	0	0.00	0
Sugar Creek Police Dept.	Alcohol/Drug Involved	0	0.00	0
Sugar Creek Police Dept.	Speed - Exceeded Limit	0	0.00	0
Sugar Creek Police Dept.	Hazardous Moving Violations	1	0.33	0
Town & Country Police	Alcohol/Drug Involved	0	0.00	0
Town & Country Police	Speed - Exceeded Limit	0	0.00	0
Town & Country Police	Hazardous Moving Violations	2	0.67	0
Troy Police Dept.	Alcohol/Drug Involved	0	0.00	0
Troy Police Dept.	Speed - Exceeded Limit	0	0.00	0
Troy Police Dept.	Hazardous Moving Violations	0	0.00	0
Union Police Dept.	Alcohol/Drug Involved	1	0.33	0
Union Police Dept.	Speed - Exceeded Limit	0	0.00	1
Union Police Dept.	Hazardous Moving Violations	0	0.00	2
Washington Police Dept.	Alcohol/Drug Involved	2	0.67	0
Washington Police Dept.	Speed - Exceeded Limit	1	0.33	0
Washington Police Dept.	Hazardous Moving Violations	1	0.33	0
Webb City Police Dept.	Alcohol/Drug Involved	1	0.33	0
Webb City Police Dept.	Speed - Exceeded Limit	2	0.67	0
Webb City Police Dept.	Hazardous Moving Violations	2	0.67	0

West Plains Police Dept.	Alcohol/Drug Involved	3	1.00	0
West Plains Police Dept.	Speed - Exceeded Limit	3	1.00	0
West Plains Police Dept.	Hazardous Moving Violations	4	1.33	0
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willow Springs Police Dept.	Hazardous Moving Violations	0	0.00	0
Woodson Terrace Police	Alcohol/Drug Involved	0	0.00	0
Woodson Terrace Police	Speed - Exceeded Limit	0	0.00	0
Woodson Terrace Police	Hazardous Moving Violations	0	0.00	0

Agency	Crash Type	Oct. 1, 2005 - Sept. 30, 2008 Disabling Injury Crashes	3 Year Average Disabling Injury Crashes	Oct. 1, 2008 - Sept. 30, 2009 Disabling Injury Crashes
Arnold Police Dept.	Alcohol/Drug Involved	12	4.00	1
Arnold Police Dept.	Speed - Exceeded Limit	3	1.00	3
Arnold Police Dept.	Hazardous Moving Violations	11	3.67	5
Ballwin Police Dept.	Alcohol/Drug Involved	4	1.33	2
Ballwin Police Dept.	Speed - Exceeded Limit	5	1.67	1
Ballwin Police Dept.	Hazardous Moving Violations	9	3.00	2
Barton County Sheriff's	Alcohol/Drug Involved	5	1.67	2
Barton County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Barton County Sheriff's	Hazardous Moving Violations	12	4.00	1
Bellefontaine Neighbors	Alcohol/Drug Involved	2	0.67	1
Bellefontaine Neighbors	Speed - Exceeded Limit	1	0.33	1
Bellefontaine Neighbors	Hazardous Moving Violations	12	4.00	5
Belton Police Dept.	Alcohol/Drug Involved	4	1.33	2
Belton Police Dept.	Speed - Exceeded Limit	1	0.33	0
Belton Police Dept.	Hazardous Moving Violations	17	5.67	4
Blue Springs Police Dept.	Alcohol/Drug Involved	21	7.00	1
Blue Springs Police Dept.	Speed - Exceeded Limit	1	0.33	0
Blue Springs Police Dept.	Hazardous Moving Violations	41	13.67	8
Boone County Sheriff's	Alcohol/Drug Involved	24	8.00	9
Boone County Sheriff's	Speed - Exceeded Limit	9	3.00	2
Boone County Sheriff's	Hazardous Moving Violations	42	14.00	9
Bowling Green Police Dept.	Alcohol/Drug Involved	1	0.33	0
Bowling Green Police Dept.	Speed - Exceeded Limit	1	0.33	0
Bowling Green Police Dept.	Hazardous Moving Violations	3	1.00	1
Bridgeton Police Dept.	Alcohol/Drug Involved	11	3.67	1
Bridgeton Police Dept.	Speed - Exceeded Limit	9	3.00	2
Bridgeton Police Dept.	Hazardous Moving Violations	33	11.00	7
Buchanan County Sheriff's	Alcohol/Drug Involved	6	2.00	3
Buchanan County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Buchanan County Sheriff's	Hazardous Moving Violations	16	5.33	5
Camden County Sheriff's	Alcohol/Drug Involved	12	4.00	15
Camden County Sheriff's	Speed - Exceeded Limit	5	1.67	1
Camden County Sheriff's	Hazardous Moving Violations	91	30.33	29
Cape Girardeau Police	Alcohol/Drug Involved	4	1.33	3
Cape Girardeau Police	Speed - Exceeded Limit	1	0.33	1
Cape Girardeau Police	Hazardous Moving Violations	11	3.67	4
Cass County Sheriff's Dept.	Alcohol/Drug Involved	8	2.67	4
Cass County Sheriff's Dept.	Speed - Exceeded Limit	5	1.67	1
Cass County Sheriff's Dept.	Hazardous Moving Violations	29	9.67	4

Christian County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	9
Christian County Sheriff's Dept.	Speed - Exceeded Limit	14	4.67	4
Christian County Sheriff's Dept.	Hazardous Moving Violations	99	33.00	31
Clay County Sheriff's Dept.	Alcohol/Drug Involved	3	1.00	3
Clay County Sheriff's Dept.	Speed - Exceeded Limit	6	2.00	0
Clay County Sheriff's Dept.	Hazardous Moving Violations	39	13.00	10
Cole County Sheriff's Dept.	Alcohol/Drug Involved	13	4.33	6
Cole County Sheriff's Dept.	Speed - Exceeded Limit	7	2.33	1
Cole County Sheriff's Dept.	Hazardous Moving Violations	36	12.00	9
Columbia Police Dept.	Alcohol/Drug Involved	32	10.67	7
Columbia Police Dept.	Speed - Exceeded Limit	21	7.00	4
Columbia Police Dept.	Hazardous Moving Violations	44	14.67	14
Cool Valley Police Dept.	Alcohol/Drug Involved	1	0.33	0
Cool Valley Police Dept.	Speed - Exceeded Limit	2	0.67	0
Cool Valley Police Dept.	Hazardous Moving Violations	5	1.67	0
Creve Coeur Police Dept.	Alcohol/Drug Involved	11	3.67	2
Creve Coeur Police Dept.	Speed - Exceeded Limit	1	0.33	0
Creve Coeur Police Dept.	Hazardous Moving Violations	10	3.33	7
Crystal City Police Dept.	Alcohol/Drug Involved	0	0.00	0
Crystal City Police Dept.	Speed - Exceeded Limit	1	0.33	0
Crystal City Police Dept.	Hazardous Moving Violations	2	0.67	1
DeSoto Police Dept.	Alcohol/Drug Involved	1	0.33	0
DeSoto Police Dept.	Speed - Exceeded Limit	0	0.00	0
DeSoto Police Dept.	Hazardous Moving Violations	3	1.00	1
Eldon Police Dept.	Alcohol/Drug Involved	2	0.67	1
Eldon Police Dept.	Speed - Exceeded Limit	0	0.00	1
Eldon Police Dept.	Hazardous Moving Violations	1	0.33	1
Ellisville Police Dept.	Alcohol/Drug Involved	1	0.33	0
Ellisville Police Dept.	Speed - Exceeded Limit	0	0.00	0
Ellisville Police Dept.	Hazardous Moving Violations	2	0.67	1
Eureka Police Dept.	Alcohol/Drug Involved	3	1.00	0
Eureka Police Dept.	Speed - Exceeded Limit	5	1.67	0
Eureka Police Dept.	Hazardous Moving Violations	9	3.00	1
Farmington Police Dept.	Alcohol/Drug Involved	9	3.00	2
Farmington Police Dept.	Speed - Exceeded Limit	4	1.33	1
Farmington Police Dept.	Hazardous Moving Violations	10	3.33	4
Ferguson Police Dept.	Alcohol/Drug Involved	3	1.00	0
Ferguson Police Dept.	Speed - Exceeded Limit	3	1.00	1
Ferguson Police Dept.	Hazardous Moving Violations	12	4.00	3
Festus Police Dept.	Alcohol/Drug Involved	5	1.67	0
Festus Police Dept.	Speed - Exceeded Limit	1	0.33	0



Festus Police Dept.	Hazardous Moving Violations	4	1.33	1
Florissant Police Dept.	Alcohol/Drug Involved	6	2.00	1
Florissant Police Dept.	Speed - Exceeded Limit	7	2.33	1
Florissant Police Dept.	Hazardous Moving Violations	25	8.33	3
Franklin County Sheriffs	Alcohol/Drug Involved	26	8.67	34
Franklin County Sheriffs	Speed - Exceeded Limit	19	6.33	2
Franklin County Sheriffs	Hazardous Moving Violations	263	87.67	56
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	7	2.33	3
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	6	2.00	1
Gladstone Dept. of Public Safety	Hazardous Moving Violations	16	5.33	2
Glendale Police Dept.	Alcohol/Drug Involved	1	0.33	1
Glendale Police Dept.	Speed - Exceeded Limit	0	0.00	0
Glendale Police Dept.	Hazardous Moving Violations	0	0.00	0
Grain Valley Police Dept.	Alcohol/Drug Involved	2	0.67	3
Grain Valley Police Dept.	Speed - Exceeded Limit	1	0.33	2
Grain Valley Police Dept.	Hazardous Moving Violations	3	1.00	2
Grandview Police Dept.	Alcohol/Drug Involved	6	2.00	2
Grandview Police Dept.	Speed - Exceeded Limit	4	1.33	0
Grandview Police Dept.	Hazardous Moving Violations	6	2.00	2
Greene County Sheriffs	Alcohol/Drug Involved	12	4.00	9
Greene County Sheriffs	Speed - Exceeded Limit	23	7.67	8
Greene County Sheriffs	Hazardous Moving Violations	95	31.67	26
Hallsville Police	Alcohol/Drug Involved	0	0.00	0
Hallsville Police	Speed - Exceeded Limit	0	0.00	0
Hallsville Police	Hazardous Moving Violations	0	0.00	0
Hannibal Police Dept.	Alcohol/Drug Involved	2	0.67	4
Hannibal Police Dept.	Speed - Exceeded Limit	1	0.33	4
Hannibal Police Dept.	Hazardous Moving Violations	5	1.67	6
Harrisonville Police Dept.	Alcohol/Drug Involved	2	0.67	0
Harrisonville Police Dept.	Speed - Exceeded Limit	3	1.00	0
Harrisonville Police Dept.	Hazardous Moving Violations	6	2.00	0
Herculaneum Police Dept.	Alcohol/Drug Involved	3	1.00	0
Herculaneum Police Dept.	Speed - Exceeded Limit	0	0.00	0
Herculaneum Police Dept.	Hazardous Moving Violations	6	2.00	1
Howell County Sheriffs	Alcohol/Drug Involved	5	1.67	7
Howell County Sheriffs	Speed - Exceeded Limit	5	1.67	1
Howell County Sheriffs	Hazardous Moving Violations	71	23.67	15
Independence Police Dept.	Alcohol/Drug Involved	60	20.00	15
Independence Police Dept.	Speed - Exceeded Limit	39	13.00	10
Independence Police Dept.	Hazardous Moving Violations	94	31.33	36
Jackson County Sheriffs	Alcohol/Drug Involved	17	5.67	6

Jackson County Sheriff's	Speed - Exceeded Limit	2	0.67	2
Jackson County Sheriff's	Hazardous Moving Violations	35	11.67	7
Jackson Police Dept.	Alcohol/Drug Involved	0	0.00	1
Jackson Police Dept.	Speed - Exceeded Limit	13	4.33	0
Jackson Police Dept.	Hazardous Moving Violations	3	1.00	2
Jasco-Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	21	7.00	9
Jasper County Sheriff's	Speed - Exceeded Limit	5	1.67	4
Jasper County Sheriff's	Hazardous Moving Violations	30	10.00	15
Jefferson City Police Dept.	Alcohol/Drug Involved	9	3.00	3
Jefferson City Police Dept.	Speed - Exceeded Limit	4	1.33	0
Jefferson City Police Dept.	Hazardous Moving Violations	15	5.00	7
Jefferson County Sheriff's	Alcohol/Drug Involved	31	10.33	35
Jefferson County Sheriff's	Speed - Exceeded Limit	34	11.33	6
Jefferson County Sheriff's	Hazardous Moving Violations	336	112.00	74
Jennings Police Dept.	Alcohol/Drug Involved	4	1.33	1
Jennings Police Dept.	Speed - Exceeded Limit	7	2.33	1
Jennings Police Dept.	Hazardous Moving Violations	10	3.33	1
Joplin Police Dept.	Alcohol/Drug Involved	30	10.00	4
Joplin Police Dept.	Speed - Exceeded Limit	13	4.33	1
Joplin Police Dept.	Hazardous Moving Violations	80	26.67	12
Kansas City Police Dept.	Alcohol/Drug Involved	137	45.67	42
Kansas City Police Dept.	Speed - Exceeded Limit	165	55.00	39
Kansas City Police Dept.	Hazardous Moving Violations	383	127.67	109
Kennett Police Dept.	Alcohol/Drug Involved	2	0.67	0
Kennett Police Dept.	Speed - Exceeded Limit	1	0.33	0
Kennett Police Dept.	Hazardous Moving Violations	2	0.67	5
Kirkwood Police Dept.	Alcohol/Drug Involved	10	3.33	1
Kirkwood Police Dept.	Speed - Exceeded Limit	4	1.33	0
Kirkwood Police Dept.	Hazardous Moving Violations	16	5.33	5
Ladue Police Dept.	Alcohol/Drug Involved	4	1.33	1
Ladue Police Dept.	Speed - Exceeded Limit	2	0.67	0
Ladue Police Dept.	Hazardous Moving Violations	4	1.33	0
Lake St. Louis Police Dept.	Alcohol/Drug Involved	3	1.00	1
Lake St. Louis Police Dept.	Speed - Exceeded Limit	1	0.33	0
Lake St. Louis Police Dept.	Hazardous Moving Violations	3	1.00	3
Lawrence County Sheriff's	Alcohol/Drug Involved	5	1.67	12
Lawrence County Sheriff's	Speed - Exceeded Limit	0	0.00	0
Lawrence County Sheriff's	Hazardous Moving Violations	47	15.67	27

Lee's Summit Police Dept.	Alcohol/Drug Involved	26	8.67	6
Lee's Summit Police Dept.	Speed - Exceeded Limit	22	7.33	8
Lee's Summit Police Dept.	Hazardous Moving Violations	86	28.67	18
Liberty Police Dept.	Alcohol/Drug Involved	8	2.67	3
Liberty Police Dept.	Speed - Exceeded Limit	8	2.67	3
Liberty Police Dept.	Hazardous Moving Violations	55	18.33	18
Lone Jack Police Dept.	Alcohol/Drug Involved	0	0.00	0
Lone Jack Police Dept.	Speed - Exceeded Limit	0	0.00	0
Lone Jack Police Dept.	Hazardous Moving Violations	0	0.00	0
Maryland Heights Police Dept.	Alcohol/Drug Involved	5	1.67	3
Maryland Heights Police Dept.	Speed - Exceeded Limit	4	1.33	0
Maryland Heights Police Dept.	Hazardous Moving Violations	18	6.00	5
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Neosho Police Dept.	Alcohol/Drug Involved	6	2.00	0
Neosho Police Dept.	Speed - Exceeded Limit	0	0.00	0
Neosho Police Dept.	Hazardous Moving Violations	5	1.67	1
Newton County Sheriff's	Alcohol/Drug Involved	9	3.00	12
Newton County Sheriff's	Speed - Exceeded Limit	5	1.67	2
Newton County Sheriff's	Hazardous Moving Violations	101	33.67	26
Nixa Police Dept.	Alcohol/Drug Involved	1	0.33	2
Nixa Police Dept.	Speed - Exceeded Limit	0	0.00	0
Nixa Police Dept.	Hazardous Moving Violations	5	1.67	1
Normandy Police Dept.	Alcohol/Drug Involved	0	0.00	0
Normandy Police Dept.	Speed - Exceeded Limit	0	0.00	0
Normandy Police Dept.	Hazardous Moving Violations	3	1.00	2
O'Fallon Police Dept.	Alcohol/Drug Involved	4	1.33	2
O'Fallon Police Dept.	Speed - Exceeded Limit	5	1.67	1
O'Fallon Police Dept.	Hazardous Moving Violations	19	6.33	4
Olivette Police Dept.	Alcohol/Drug Involved	2	0.67	0
Olivette Police Dept.	Speed - Exceeded Limit	1	0.33	1
Olivette Police Dept.	Hazardous Moving Violations	4	1.33	1
Osage Beach	Alcohol/Drug Involved	3	1.00	0
Osage Beach	Speed - Exceeded Limit	1	0.33	0
Osage Beach	Hazardous Moving Violations	9	3.00	1
Overland Police Dept.	Alcohol/Drug Involved	6	2.00	3
Overland Police Dept.	Speed - Exceeded Limit	4	1.33	0
Overland Police Dept.	Hazardous Moving Violations	8	2.67	2
Ozark Police Dept.	Alcohol/Drug Involved	2	0.67	0
Ozark Police Dept.	Speed - Exceeded Limit	0	0.00	1

Ozark Police Dept.	Hazardous Moving Violations	15	5.00	5
Peculiar Police Dept.	Alcohol/Drug Involved	0	0.00	0
Peculiar Police Dept.	Speed - Exceeded Limit	0	0.00	0
Peculiar Police Dept.	Hazardous Moving Violations	0	0.00	0
Perryville Police Dept.	Alcohol/Drug Involved	0	0.00	0
Perryville Police Dept.	Speed - Exceeded Limit	1	0.33	0
Perryville Police Dept.	Hazardous Moving Violations	2	0.67	0
Pevely Police Dept.	Alcohol/Drug Involved	2	0.67	1
Pevely Police Dept.	Speed - Exceeded Limit	0	0.00	0
Pevely Police Dept.	Hazardous Moving Violations	2	0.67	0
Platte County Sheriff's	Alcohol/Drug Involved	8	2.67	3
Platte County Sheriff's	Speed - Exceeded Limit	6	2.00	4
Platte County Sheriff's	Hazardous Moving Violations	35	11.67	7
Pleasant Hill Police Dept.	Alcohol/Drug Involved	2	0.67	0
Pleasant Hill Police Dept.	Speed - Exceeded Limit	1	0.33	0
Pleasant Hill Police Dept.	Hazardous Moving Violations	4	1.33	0
Raymore Police Dept.	Alcohol/Drug Involved	2	0.67	2
Raymore Police Dept.	Speed - Exceeded Limit	0	0.00	1
Raymore Police Dept.	Hazardous Moving Violations	1	0.33	1
Raytown Police Dept.	Alcohol/Drug Involved	9	3.00	0
Raytown Police Dept.	Speed - Exceeded Limit	5	1.67	2
Raytown Police Dept.	Hazardous Moving Violations	14	4.67	2
Riverside Dept. of Public Safety	Alcohol/Drug Involved	4	1.33	0
Riverside Dept. of Public Safety	Speed - Exceeded Limit	0	0.00	0
Riverside Dept. of Public Safety	Hazardous Moving Violations	2	0.67	1
Scott County Sheriff's	Alcohol/Drug Involved	4	1.33	7
Scott County Sheriff's	Speed - Exceeded Limit	1	0.33	0
Scott County Sheriff's	Hazardous Moving Violations	31	10.33	9
Sedalia Police Dept.	Alcohol/Drug Involved	6	2.00	6
Sedalia Police Dept.	Speed - Exceeded Limit	4	1.33	2
Sedalia Police Dept.	Hazardous Moving Violations	13	4.33	4
Smithville Police Dept.	Alcohol/Drug Involved	1	0.33	0
Smithville Police Dept.	Speed - Exceeded Limit	2	0.67	0
Smithville Police Dept.	Hazardous Moving Violations	3	1.00	0
Springfield Police Dept.	Alcohol/Drug Involved	44	14.67	13
Springfield Police Dept.	Speed - Exceeded Limit	30	10.00	8
Springfield Police Dept.	Hazardous Moving Violations	76	25.33	26
St. Ann Police Dept.	Alcohol/Drug Involved	1	0.33	2
St. Ann Police Dept.	Speed - Exceeded Limit	2	0.67	0
St. Ann Police Dept.	Hazardous Moving Violations	8	2.67	2
St. Charles City Police	Alcohol/Drug Involved	23	7.67	8

St. Charles City Police	Speed - Exceeded Limit	8	2.67	4
St. Charles City Police	Hazardous Moving Violations	54	18.00	13
St. Charles County Sheriff's	Alcohol/Drug Involved	18	6.00	18
St. Charles County Sheriff's	Speed - Exceeded Limit	26	8.67	11
St. Charles County Sheriff's	Hazardous Moving Violations	105	35.00	32
St. John Police Dept.	Alcohol/Drug Involved	0	0.00	0
St. John Police Dept.	Speed - Exceeded Limit	0	0.00	0
St. John Police Dept.	Hazardous Moving Violations	0	0.00	0
St. Joseph Police Dept.	Alcohol/Drug Involved	40	13.33	24
St. Joseph Police Dept.	Speed - Exceeded Limit	24	8.00	14
St. Joseph Police Dept.	Hazardous Moving Violations	131	43.67	52
St. Louis County Police	Alcohol/Drug Involved	14	4.67	17
St. Louis County Police	Speed - Exceeded Limit	49	16.33	10
St. Louis County Police	Hazardous Moving Violations	160	53.33	52
St. Louis Metro Police	Alcohol/Drug Involved	27	9.00	5
St. Louis Metro Police	Speed - Exceeded Limit	87	29.00	19
St. Louis Metro Police	Hazardous Moving Violations	182	60.67	21
Stone County Sheriff's	Alcohol/Drug Involved	5	1.67	4
Stone County Sheriff's	Speed - Exceeded Limit	10	3.33	2
Stone County Sheriff's	Hazardous Moving Violations	70	23.33	17
Strafford Police Dept.	Alcohol/Drug Involved	0	0.00	0
Strafford Police Dept.	Speed - Exceeded Limit	0	0.00	0
Strafford Police Dept.	Hazardous Moving Violations	1	0.33	0
Sugar Creek Police Dept.	Alcohol/Drug Involved	3	1.00	0
Sugar Creek Police Dept.	Speed - Exceeded Limit	5	1.67	0
Sugar Creek Police Dept.	Hazardous Moving Violations	6	2.00	0
Town & Country Police	Alcohol/Drug Involved	7	2.33	2
Town & Country Police	Speed - Exceeded Limit	4	1.33	0
Town & Country Police	Hazardous Moving Violations	16	5.33	3
Troy Police Dept.	Alcohol/Drug Involved	3	1.00	1
Troy Police Dept.	Speed - Exceeded Limit	1	0.33	1
Troy Police Dept.	Hazardous Moving Violations	3	1.00	1
Union Police Dept.	Alcohol/Drug Involved	4	1.33	0
Union Police Dept.	Speed - Exceeded Limit	2	0.67	0
Union Police Dept.	Hazardous Moving Violations	6	2.00	0
Washington Police Dept.	Alcohol/Drug Involved	3	1.00	1
Washington Police Dept.	Speed - Exceeded Limit	1	0.33	1
Washington Police Dept.	Hazardous Moving Violations	1	0.33	3
Webb City Police Dept.	Alcohol/Drug Involved	2	0.67	2
Webb City Police Dept.	Speed - Exceeded Limit	1	0.33	1
Webb City Police Dept.	Hazardous Moving Violations	7	2.33	3

West Plains Police Dept.	Alcohol/Drug Involved	4	1.33	2
West Plains Police Dept.	Speed - Exceeded Limit	2	0.67	2
West Plains Police Dept.	Hazardous Moving Violations	6	2.00	4
Willow Springs Police Dept.	Alcohol/Drug Involved	0	0.00	0
Willow Springs Police Dept.	Speed - Exceeded Limit	0	0.00	0
Willow Springs Police Dept.	Hazardous Moving Violations	0	0.00	0
Woodson Terrace Police	Alcohol/Drug Involved	2	0.67	0
Woodson Terrace Police	Speed - Exceeded Limit	0	0.00	0
Woodson Terrace Police	Hazardous Moving Violations	2	0.67	0



Agency	Crash Type	Oct. 1, 2005 - Sept. 30, 2008 Total Crashes	3 Year Average Total Crashes	Oct. 1, 2008 - Sept. 30, 2009 Total Crashes
Arnold Police Dept.	Alcohol/Drug Involved	115	38.33	33
Arnold Police Dept.	Speed - Exceeded Limit	32	10.67	19
Arnold Police Dept.	Hazardous Moving Violations	646	215.33	178
Ballwin Police Dept.	Alcohol/Drug Involved	62	20.67	21
Ballwin Police Dept.	Speed - Exceeded Limit	46	15.33	10
Ballwin Police Dept.	Hazardous Moving Violations	604	201.33	135
Barton County Sheriff's	Alcohol/Drug Involved	37	12.33	14
Barton County Sheriff's	Speed - Exceeded Limit	4	1.33	1
Barton County Sheriff's	Hazardous Moving Violations	136	45.33	46
Bellefontaine Neighbors	Alcohol/Drug Involved	20	6.67	13
Bellefontaine Neighbors	Speed - Exceeded Limit	21	7.00	12
Bellefontaine Neighbors	Hazardous Moving Violations	297	99.00	143
Belton Police Dept.	Alcohol/Drug Involved	79	26.33	21
Belton Police Dept.	Speed - Exceeded Limit	37	12.33	7
Belton Police Dept.	Hazardous Moving Violations	830	276.67	298
Blue Springs Police Dept.	Alcohol/Drug Involved	203	67.67	56
Blue Springs Police Dept.	Speed - Exceeded Limit	100	33.33	35
Blue Springs Police Dept.	Hazardous Moving Violations	1112	370.67	393
Boone County Sheriff's	Alcohol/Drug Involved	225	75.00	67
Boone County Sheriff's	Speed - Exceeded Limit	77	25.67	25
Boone County Sheriff's	Hazardous Moving Violations	836	278.67	261
Bowling Green Police Dept.	Alcohol/Drug Involved	6	2.00	0
Bowling Green Police Dept.	Speed - Exceeded Limit	2	0.67	0
Bowling Green Police Dept.	Hazardous Moving Violations	18	6.00	6
Bridgeton Police Dept.	Alcohol/Drug Involved	97	32.33	27
Bridgeton Police Dept.	Speed - Exceeded Limit	78	26.00	23
Bridgeton Police Dept.	Hazardous Moving Violations	933	311.00	280
Buchanan County Sheriff's	Alcohol/Drug Involved	73	24.33	17
Buchanan County Sheriff's	Speed - Exceeded Limit	20	6.67	7
Buchanan County Sheriff's	Hazardous Moving Violations	282	94.00	92
Camden County Sheriff's	Alcohol/Drug Involved	162	54.00	50
Camden County Sheriff's	Speed - Exceeded Limit	46	15.33	13
Camden County Sheriff's	Hazardous Moving Violations	573	191.00	218
Cape Girardeau Police	Alcohol/Drug Involved	66	22.00	19
Cape Girardeau Police	Speed - Exceeded Limit	29	9.67	11
Cape Girardeau Police	Hazardous Moving Violations	2218	739.33	745
Cass County Sheriff's Dept.	Alcohol/Drug Involved	141	47.00	58
Cass County Sheriff's Dept.	Speed - Exceeded Limit	73	24.33	26
Cass County Sheriff's Dept.	Hazardous Moving Violations	615	205.00	184

Christian County Sheriff's Dept.	Alcohol/Drug Involved	112	37.33	37
Christian County Sheriff's Dept.	Speed - Exceeded Limit	48	16.00	11
Christian County Sheriff's Dept.	Hazardous Moving Violations	569	189.67	196
Clay County Sheriff's Dept.	Alcohol/Drug Involved	114	38.00	32
Clay County Sheriff's Dept.	Speed - Exceeded Limit	76	25.33	28
Clay County Sheriff's Dept.	Hazardous Moving Violations	511	170.33	131
Cole County Sheriff's Dept.	Alcohol/Drug Involved	159	53.00	43
Cole County Sheriff's Dept.	Speed - Exceeded Limit	52	17.33	11
Cole County Sheriff's Dept.	Hazardous Moving Violations	433	144.33	134
Columbia Police Dept.	Alcohol/Drug Involved	556	185.33	131
Columbia Police Dept.	Speed - Exceeded Limit	172	57.33	68
Columbia Police Dept.	Hazardous Moving Violations	2199	733.00	910
Cool Valley Police Dept.	Alcohol/Drug Involved	9	3.00	0
Cool Valley Police Dept.	Speed - Exceeded Limit	14	4.67	0
Cool Valley Police Dept.	Hazardous Moving Violations	70	23.33	30
Creve Coeur Police Dept.	Alcohol/Drug Involved	119	39.67	23
Creve Coeur Police Dept.	Speed - Exceeded Limit	30	10.00	5
Creve Coeur Police Dept.	Hazardous Moving Violations	1324	441.33	346
Crystal City Police Dept.	Alcohol/Drug Involved	16	5.33	7
Crystal City Police Dept.	Speed - Exceeded Limit	8	2.67	4
Crystal City Police Dept.	Hazardous Moving Violations	60	20.00	21
DeSoto Police Dept.	Alcohol/Drug Involved		0.00	
DeSoto Police Dept.	Speed - Exceeded Limit		0.00	
DeSoto Police Dept.	Hazardous Moving Violations		0.00	
Eldon Police Dept.	Alcohol/Drug Involved	18	6.00	8
Eldon Police Dept.	Speed - Exceeded Limit	2	0.67	5
Eldon Police Dept.	Hazardous Moving Violations	49	16.33	38
Ellisville Police Dept.	Alcohol/Drug Involved	18	6.00	3
Ellisville Police Dept.	Speed - Exceeded Limit	10	3.33	1
Ellisville Police Dept.	Hazardous Moving Violations	471	157.00	106
Eureka Police Dept.	Alcohol/Drug Involved	37	12.33	5
Eureka Police Dept.	Speed - Exceeded Limit	18	6.00	3
Eureka Police Dept.	Hazardous Moving Violations	257	85.67	57
Farmington Police Dept.	Alcohol/Drug Involved	63	21.00	18
Farmington Police Dept.	Speed - Exceeded Limit	21	7.00	4
Farmington Police Dept.	Hazardous Moving Violations	401	133.67	111
Ferguson Police Dept.	Alcohol/Drug Involved	49	16.33	4
Ferguson Police Dept.	Speed - Exceeded Limit	42	14.00	17
Ferguson Police Dept.	Hazardous Moving Violations	317	105.67	94
Festus Police Dept.	Alcohol/Drug Involved	49	16.33	18
Festus Police Dept.	Speed - Exceeded Limit	15	5.00	8

Festus Police Dept.	Hazardous Moving Violations	397	132.33	95
Florissant Police Dept.	Alcohol/Drug Involved	179	59.67	62
Florissant Police Dept.	Speed - Exceeded Limit	107	35.67	25
Florissant Police Dept.	Hazardous Moving Violations	1636	545.33	461
Franklin County Sheriff's	Alcohol/Drug Involved	401	133.67	121
Franklin County Sheriff's	Speed - Exceeded Limit	106	35.33	24
Franklin County Sheriff's	Hazardous Moving Violations	1900	633.33	459
Gladstone Dept. of Public Safety	Alcohol/Drug Involved	73	24.33	31
Gladstone Dept. of Public Safety	Speed - Exceeded Limit	42	14.00	7
Gladstone Dept. of Public Safety	Hazardous Moving Violations	661	220.33	189
Glendale Police Dept.	Alcohol/Drug Involved	7	2.33	4
Glendale Police Dept.	Speed - Exceeded Limit	6	2.00	2
Glendale Police Dept.	Hazardous Moving Violations	34	11.33	12
Grain Valley Police Dept.	Alcohol/Drug Involved	43	14.33	12
Grain Valley Police Dept.	Speed - Exceeded Limit	13	4.33	6
Grain Valley Police Dept.	Hazardous Moving Violations	141	47.00	44
Grandview Police Dept.	Alcohol/Drug Involved	122	40.67	49
Grandview Police Dept.	Speed - Exceeded Limit	52	17.33	25
Grandview Police Dept.	Hazardous Moving Violations	457	152.33	149
Greene County Sheriff's	Alcohol/Drug Involved	271	90.33	88
Greene County Sheriff's	Speed - Exceeded Limit	167	55.67	40
Greene County Sheriff's	Hazardous Moving Violations	1329	443.00	380
Hallsville Police	Alcohol/Drug Involved		0.00	
Hallsville Police	Speed - Exceeded Limit		0.00	
Hallsville Police	Hazardous Moving Violations		0.00	
Hannibal Police Dept.	Alcohol/Drug Involved	104	34.67	35
Hannibal Police Dept.	Speed - Exceeded Limit	52	17.33	19
Hannibal Police Dept.	Hazardous Moving Violations	577	192.33	211
Harrisonville Police Dept.	Alcohol/Drug Involved	44	14.67	12
Harrisonville Police Dept.	Speed - Exceeded Limit	19	6.33	8
Harrisonville Police Dept.	Hazardous Moving Violations	245	81.67	62
Herculaneum Police Dept.	Alcohol/Drug Involved	10	3.33	6
Herculaneum Police Dept.	Speed - Exceeded Limit	4	1.33	2
Herculaneum Police Dept.	Hazardous Moving Violations	117	39.00	30
Howell County Sheriff's	Alcohol/Drug Involved	138	46.00	44
Howell County Sheriff's	Speed - Exceeded Limit	16	5.33	3
Howell County Sheriff's	Hazardous Moving Violations	434	144.67	161
Independence Police Dept.	Alcohol/Drug Involved	623	207.67	178
Independence Police Dept.	Speed - Exceeded Limit	451	150.33	101
Independence Police Dept.	Hazardous Moving Violations	4182	1394.00	1083
Jackson County Sheriff's	Alcohol/Drug Involved	143	47.67	50

Jackson County Sheriff's	Speed - Exceeded Limit	110	36.67	32
Jackson County Sheriff's	Hazardous Moving Violations	514	171.33	161
Jackson Police Dept.	Alcohol/Drug Involved	39	13.00	14
Jackson Police Dept.	Speed - Exceeded Limit	10	3.33	2
Jackson Police Dept.	Hazardous Moving Violations	385	128.33	127
Jasco-Metropolitan Police	Alcohol/Drug Involved		0.00	
Jasco-Metropolitan Police	Speed - Exceeded Limit		0.00	
Jasco-Metropolitan Police	Hazardous Moving Violations		0.00	
Jasper County Sheriff's	Alcohol/Drug Involved	192	64.00	57
Jasper County Sheriff's	Speed - Exceeded Limit	38	12.67	15
Jasper County Sheriff's	Hazardous Moving Violations	769	256.33	232
Jefferson City Police Dept.	Alcohol/Drug Involved	153	51.00	40
Jefferson City Police Dept.	Speed - Exceeded Limit	37	12.33	9
Jefferson City Police Dept.	Hazardous Moving Violations	1360	453.33	454
Jefferson County Sheriff's	Alcohol/Drug Involved	752	250.67	259
Jefferson County Sheriff's	Speed - Exceeded Limit	230	76.67	74
Jefferson County Sheriff's	Hazardous Moving Violations	3148	1049.33	898
Jennings Police Dept.	Alcohol/Drug Involved	45	15.00	10
Jennings Police Dept.	Speed - Exceeded Limit	77	25.67	21
Jennings Police Dept.	Hazardous Moving Violations	274	91.33	72
Joplin Police Dept.	Alcohol/Drug Involved	297	99.00	95
Joplin Police Dept.	Speed - Exceeded Limit	107	35.67	35
Joplin Police Dept.	Hazardous Moving Violations	2291	763.67	755
Kansas City Police Dept.	Alcohol/Drug Involved	1820	606.67	527
Kansas City Police Dept.	Speed - Exceeded Limit	2451	817.00	729
Kansas City Police Dept.	Hazardous Moving Violations	15801	5267.00	4270
Kennett Police Dept.	Alcohol/Drug Involved	26	8.67	10
Kennett Police Dept.	Speed - Exceeded Limit	11	3.67	4
Kennett Police Dept.	Hazardous Moving Violations	108	36.00	43
Kirkwood Police Dept.	Alcohol/Drug Involved	75	25.00	27
Kirkwood Police Dept.	Speed - Exceeded Limit	46	15.33	17
Kirkwood Police Dept.	Hazardous Moving Violations	1002	334.00	235
Ladue Police Dept.	Alcohol/Drug Involved	48	16.00	10
Ladue Police Dept.	Speed - Exceeded Limit	21	7.00	4
Ladue Police Dept.	Hazardous Moving Violations	456	152.00	89
Lake St. Louis Police Dept.	Alcohol/Drug Involved	65	21.67	22
Lake St. Louis Police Dept.	Speed - Exceeded Limit	30	10.00	13
Lake St. Louis Police Dept.	Hazardous Moving Violations	255	85.00	80
Lawrence County Sheriff's	Alcohol/Drug Involved	104	34.67	42
Lawrence County Sheriff's	Speed - Exceeded Limit	15	5.00	4
Lawrence County Sheriff's	Hazardous Moving Violations	367	122.33	148

Lee's Summit Police Dept.	Alcohol/Drug Involved	336	112.00	137
Lee's Summit Police Dept.	Speed - Exceeded Limit	204	68.00	47
Lee's Summit Police Dept.	Hazardous Moving Violations	2704	901.33	877
Liberty Police Dept.	Alcohol/Drug Involved	90	30.00	29
Liberty Police Dept.	Speed - Exceeded Limit	36	12.00	18
Liberty Police Dept.	Hazardous Moving Violations	1098	366.00	344
Lone Jack Police Dept.	Alcohol/Drug Involved		0.00	
Lone Jack Police Dept.	Speed - Exceeded Limit		0.00	
Lone Jack Police Dept.	Hazardous Moving Violations		0.00	
Maryland Heights Police Dept.	Alcohol/Drug Involved	182	60.67	44
Maryland Heights Police Dept.	Speed - Exceeded Limit	58	19.33	11
Maryland Heights Police Dept.	Hazardous Moving Violations	1562	520.67	382
Missouri State Highway Patrol	Alcohol/Drug Involved		0.00	
Missouri State Highway Patrol	Speed - Exceeded Limit		0.00	
Missouri State Highway Patrol	Hazardous Moving Violations		0.00	
Neosho Police Dept.	Alcohol/Drug Involved	48	16.00	7
Neosho Police Dept.	Speed - Exceeded Limit	16	5.33	2
Neosho Police Dept.	Hazardous Moving Violations	284	94.67	71
Newton County Sheriff's	Alcohol/Drug Involved	189	63.00	64
Newton County Sheriff's	Speed - Exceeded Limit	24	8.00	12
Newton County Sheriff's	Hazardous Moving Violations	714	238.00	223
Nixa Police Dept.	Alcohol/Drug Involved	33	11.00	20
Nixa Police Dept.	Speed - Exceeded Limit	11	3.67	2
Nixa Police Dept.	Hazardous Moving Violations	320	106.67	123
Normandy Police Dept.	Alcohol/Drug Involved	15	5.00	8
Normandy Police Dept.	Speed - Exceeded Limit	15	5.00	5
Normandy Police Dept.	Hazardous Moving Violations	79	26.33	32
O'Fallon Police Dept.	Alcohol/Drug Involved	231	77.00	59
O'Fallon Police Dept.	Speed - Exceeded Limit	88	29.33	24
O'Fallon Police Dept.	Hazardous Moving Violations	1689	563.00	444
Olivette Police Dept.	Alcohol/Drug Involved	21	7.00	0
Olivette Police Dept.	Speed - Exceeded Limit	16	5.33	6
Olivette Police Dept.	Hazardous Moving Violations	171	57.00	53
Osage Beach	Alcohol/Drug Involved	48	16.00	8
Osage Beach	Speed - Exceeded Limit	6	2.00	1
Osage Beach	Hazardous Moving Violations	381	127.00	93
Overland Police Dept.	Alcohol/Drug Involved	98	32.67	47
Overland Police Dept.	Speed - Exceeded Limit	87	29.00	23
Overland Police Dept.	Hazardous Moving Violations	614	204.67	166
Ozark Police Dept.	Alcohol/Drug Involved	33	11.00	14
Ozark Police Dept.	Speed - Exceeded Limit	18	6.00	8

Ozark Police Dept.	Hazardous Moving Violations	433	144.33	152
Peculiar Police Dept.	Alcohol/Drug Involved	10	3.33	3
Peculiar Police Dept.	Speed - Exceeded Limit	10	3.33	4
Peculiar Police Dept.	Hazardous Moving Violations	45	15.00	23
Perryville Police Dept.	Alcohol/Drug Involved	35	11.67	11
Perryville Police Dept.	Speed - Exceeded Limit	13	4.33	5
Perryville Police Dept.	Hazardous Moving Violations	133	44.33	52
Pevely Police Dept.	Alcohol/Drug Involved	31	10.33	10
Pevely Police Dept.	Speed - Exceeded Limit	3	1.00	1
Pevely Police Dept.	Hazardous Moving Violations	201	67.00	62
Platte County Sheriff's	Alcohol/Drug Involved	87	29.00	24
Platte County Sheriff's	Speed - Exceeded Limit	43	14.33	14
Platte County Sheriff's	Hazardous Moving Violations	559	186.33	131
Pleasant Hill Police Dept.	Alcohol/Drug Involved	22	7.33	2
Pleasant Hill Police Dept.	Speed - Exceeded Limit	11	3.67	3
Pleasant Hill Police Dept.	Hazardous Moving Violations	69	23.00	28
Raymore Police Dept.	Alcohol/Drug Involved	28	9.33	17
Raymore Police Dept.	Speed - Exceeded Limit	19	6.33	8
Raymore Police Dept.	Hazardous Moving Violations	152	50.67	58
Raytown Police Dept.	Alcohol/Drug Involved	104	34.67	25
Raytown Police Dept.	Speed - Exceeded Limit	44	14.67	23
Raytown Police Dept.	Hazardous Moving Violations	352	117.33	106
Riverside Dept. of Public Safety	Alcohol/Drug Involved	31	10.33	6
Riverside Dept. of Public Safety	Speed - Exceeded Limit	9	3.00	1
Riverside Dept. of Public Safety	Hazardous Moving Violations	149	49.67	49
Scott County Sheriff's	Alcohol/Drug Involved	77	25.67	45
Scott County Sheriff's	Speed - Exceeded Limit	3	1.00	4
Scott County Sheriff's	Hazardous Moving Violations	291	97.00	121
Sedalia Police Dept.	Alcohol/Drug Involved	135	45.00	44
Sedalia Police Dept.	Speed - Exceeded Limit	67	22.33	23
Sedalia Police Dept.	Hazardous Moving Violations	804	268.00	273
Smithville Police Dept.	Alcohol/Drug Involved	18	6.00	5
Smithville Police Dept.	Speed - Exceeded Limit	14	4.67	2
Smithville Police Dept.	Hazardous Moving Violations	115	38.33	25
Springfield Police Dept.	Alcohol/Drug Involved	713	237.67	331
Springfield Police Dept.	Speed - Exceeded Limit	315	105.00	85
Springfield Police Dept.	Hazardous Moving Violations	5743	1914.33	1595
St. Ann Police Dept.	Alcohol/Drug Involved	52	17.33	18
St. Ann Police Dept.	Speed - Exceeded Limit	56	18.67	11
St. Ann Police Dept.	Hazardous Moving Violations	264	88.00	130
St. Charles City Police	Alcohol/Drug Involved	361	120.33	92

St. Charles City Police	Speed - Exceeded Limit	145	48.33	36
St. Charles City Police	Hazardous Moving Violations	1736	578.67	464
St. Charles County Sheriff's	Alcohol/Drug Involved	420	140.00	153
St. Charles County Sheriff's	Speed - Exceeded Limit	222	74.00	57
St. Charles County Sheriff's	Hazardous Moving Violations	2055	685.00	600
St. John Police Dept.	Alcohol/Drug Involved	29	9.67	14
St. John Police Dept.	Speed - Exceeded Limit	12	4.00	2
St. John Police Dept.	Hazardous Moving Violations	79	26.33	31
St. Joseph Police Dept.	Alcohol/Drug Involved	419	139.67	169
St. Joseph Police Dept.	Speed - Exceeded Limit	223	74.33	68
St. Joseph Police Dept.	Hazardous Moving Violations	2499	833.00	771
St. Louis County Police	Alcohol/Drug Involved	852	284.00	196
St. Louis County Police	Speed - Exceeded Limit	535	178.33	157
St. Louis County Police	Hazardous Moving Violations	6124	2041.33	2411
St. Louis Metro Police	Alcohol/Drug Involved	804	268.00	227
St. Louis Metro Police	Speed - Exceeded Limit	2334	778.00	692
St. Louis Metro Police	Hazardous Moving Violations	9849	3283.00	3234
Stone County Sheriff's	Alcohol/Drug Involved	157	52.33	49
Stone County Sheriff's	Speed - Exceeded Limit	57	19.00	7
Stone County Sheriff's	Hazardous Moving Violations	637	212.33	203
Strafford Police Dept.	Alcohol/Drug Involved	9	3.00	2
Strafford Police Dept.	Speed - Exceeded Limit	6	2.00	0
Strafford Police Dept.	Hazardous Moving Violations	57	19.00	17
Sugar Creek Police Dept.	Alcohol/Drug Involved	27	9.00	6
Sugar Creek Police Dept.	Speed - Exceeded Limit	14	4.67	3
Sugar Creek Police Dept.	Hazardous Moving Violations	59	19.67	19
Town & Country Police	Alcohol/Drug Involved	67	22.33	26
Town & Country Police	Speed - Exceeded Limit	25	8.33	4
Town & Country Police	Hazardous Moving Violations	1091	363.67	397
Troy Police Dept.	Alcohol/Drug Involved	26	8.67	11
Troy Police Dept.	Speed - Exceeded Limit	10	3.33	3
Troy Police Dept.	Hazardous Moving Violations	184	61.33	47
Union Police Dept.	Alcohol/Drug Involved	43	14.33	22
Union Police Dept.	Speed - Exceeded Limit	9	3.00	5
Union Police Dept.	Hazardous Moving Violations	365	121.67	127
Washington Police Dept.	Alcohol/Drug Involved	78	26.00	27
Washington Police Dept.	Speed - Exceeded Limit	24	8.00	6
Washington Police Dept.	Hazardous Moving Violations	524	174.67	156
Webb City Police Dept.	Alcohol/Drug Involved	48	16.00	15
Webb City Police Dept.	Speed - Exceeded Limit	42	14.00	4
Webb City Police Dept.	Hazardous Moving Violations	301	100.33	55

West Plains Police Dept.	Alcohol/Drug Involved	59	19.67	22
West Plains Police Dept.	Speed - Exceeded Limit	48	16.00	26
West Plains Police Dept.	Hazardous Moving Violations	355	118.33	118
Willow Springs Police Dept.	Alcohol/Drug Involved	7	2.33	1
Willow Springs Police Dept.	Speed - Exceeded Limit	9	3.00	2
Willow Springs Police Dept.	Hazardous Moving Violations	23	7.67	7
Woodson Terrace Police	Alcohol/Drug Involved	12	4.00	1
Woodson Terrace Police	Speed - Exceeded Limit	9	3.00	4
Woodson Terrace Police	Hazardous Moving Violations	57	19.00	13



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Med Review Cited Drivers

**PROJECT NUMBER:**

09-PT-02-160

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

1,000,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

Medically unfit drivers, older drivers

**AGENCY NAME:**

University of Missouri St. Louis

**AGENCY CONTACT:**

Dr. Thomas Meuser

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**PROJECT DESCRIPTION:**

Three "Problems" will be addressed in this effort:

(1) The research team will work collaboratively with DOR and MSHP officials to review and revise the medical review form (Form 1528), incorporating elements that have been shown to be helpful in other states. The goal will be to provide sufficient direction and guidance in the revised form to encourage physicians to provide complete information (e.g., listing of pertinent diagnoses) and state a clear opinion on safety (allowing some room for a qualification when a physician is truly unsure). The current Form 1528 is two pages in length, and the aim will be to develop a new two-page version that doesn't add any additional burden to physicians, but provides a better opportunity for good information to flow into the medical review process.

A secondary objective will be to encourage the development of a process whereby summary medical information is communicated to Highway Patrol driver examiners when on-road testing is mandated by DOR. As of now, examiners do not receive any medical information on those they must test. This is a serious safety problem, in itself, as examiners do not have an opportunity to plan ahead and otherwise individualize their testing approach for someone with vision problems, dementia, limited neck range of motion, etc.

(2) The research team will work collaboratively with DOR officials and those in charge of license offices across Missouri to develop a new reporting form for license office staff. The current form (Form 153) is narrative-based and provides no specific guidance to license office staff on what to look for and the types of written documentation that would be helpful. The goal is to develop a one-page form that guides the process and ensures that key pieces of information are communicated.

(3) The training materials used by DOR to educate license office staff on aging and driving are over 10 years old, and are not based on recent research evidence. The field of older driver safety has seen a lot of change over the past 10 years. A 90-minute training curriculum was recently developed for the Highway Patrol examiners that included over 50 slides, two videotaped case examples, and a tailored worksheet. This effort was funded by a Highway Safety grant. DOR has the staff to provide training to license office staff in the future, but lacks the materials to do so. The final "problem" to be addressed in this project is this lack of training materials. A curriculum

will be developed to address the specific needs of license office staff utilizing the Highway Patrol curriculum and borrowing elements from other national training efforts.

The principal investigator, Dr. Tom Meuser, will work closely with DOR and MSHP officials, and seek input from members of the extended St. Louis team and other national experts. Because of the team's track record in this type of work, and their desire to build on what has been done before (i.e., they will not recreate the wheel, so to speak), the three objectives should be achieved within the funding year (October 2008 - September 2009). Dr. Meuser and his collaborators at DOR (especially Russell Quinn and Norma Hensiek) are prepared to meet before the funding period and get the process moving early to ensure success.

#### Timeline & Goals:

10/08 - Review the literature on medical review and driver fitness, and compile a catalog of medical review forms and procedures used in various US states and Canadian provinces. Review reporting forms and procedures utilized by license office staff in other jurisdictions, and compile a similar catalog of this material.

11/08 - Present the findings from the detailed review and copies of the catalogs to DOR, MSHP and license office officials in a combined workshop/focus group session in Jefferson City. Discuss and agree on the parameters for initial revisions of Forms 1528 and 153.

12/08 - Revise Forms 1528 and 153, and distribute these to 12 local/regional/national experts on driver licensing and renewal, medical review, and older driver fitness. While the forms are out for review, begin drafting the training curriculum for license office staff, building on other curricula available through NHTSA, the AMA Older Drivers Project, our own Highway Patrol curriculum, etc.

1/09 - Gather information from the expert review process, and meet with members of the St. Louis team to discuss this feedback and plan what to incorporate into second drafts of Forms 1528 and 153. Present the second drafts to DOR, MSHP and license office officials in Jefferson City. Discuss content and format, and make any additional revisions deemed necessary through these discussions.

2/09 - Finalize the training curriculum and link it with the draft copies of Form 1528 and 153. Train DOR staff in how to present the curriculum, and identify four to six license offices for a pilot training effort.

3/09 - Distribute revised Form 1528 with all notifications sent to new cited drivers over a six week period. Encourage cited drivers to give this form to their physicians to be filled out and returned.

4/09 - Bring in license office staff from four to six offices statewide for training in Jefferson City on older driver safety and how to use the new Form 153. Administer pre/post surveys to determine change in knowledge from this training. DOR officials will collect case materials for all cited drivers using the new Form 153 up to August 2009.

5/09 - Based on past HB-1536 data, it is expected that 100 drivers would be reported during the March-April period, and 40 percent would return Form 1528. This would provide ~40 copies for a preliminary review and comparison to past data. Dr. Meuser will go over data with DOR officials,

and make any additional revisions to enhance the quality and clarity of physician input. DOR would then post the third draft of Form 1528 to the DOR website and begin statewide distribution of the new form.

8/09 - Stop data collection on Forms 153 and 1528 in August. Place a research assistant at DOR and conduct a data collection effort on all new cases to use the third revision of Form 1528 and the revision of Form 153. A final evaluation sample of 150-200 cited cases including Forms 1528, 153 and/or both is anticipated.

8/09 - Clean and analyze the evaluation data (qualitatively for how filled out, statistically in comparison with baseline).

9/09 - Meet with DOR to discuss findings and make any final revisions (if necessary); and post both of the finalized forms to the DOR website for future use. Apply to present the findings of this project as part of the Transportation Interest Group of the Gerontological Society of America at the 2009 Annual Meeting.

10/09 - Continue working with DOR officials as they roll out a statewide training effort so that all license office staff may be trained.

In addition, Dr. Katie Boland will review the vision data from the HB-1536 project and make some preliminary recommendations on how vision data can be better utilized in the medical review process and the general licensing process.

#### **PROBLEM IDENTIFICATION:**

The Drivers License Bureau, Missouri Department of Revenue (DOR), administers driver licensing, suspension and revocation procedures in Missouri. This includes testing and certification of new drivers, as well as the license renewal process and management of cited drivers. Drivers may be cited under the provisions of House Bill 1536 (HB-1536), Missouri's voluntary reporting law, as potentially unfit to drive. An evaluation process then ensues. HB-1536, passed in 1998, allows law enforcement, physicians, other health professionals, family members, and others, to make "good faith" reports to the DLB of drivers thought to be unfit due to medical and/or functional limitations. Since 1998, over 7,000 drivers (most over age 70) have been reported and required to undergo medical and, in some cases, an on-road evaluation.

With funding support from the AAA Foundation for Traffic Safety, Dr. Tom Meuser and a team of St. Louis-based colleagues, worked with officials from the DOR over the past two years to characterize and evaluate the efficacy of Missouri's HB-1536. Although most states have such laws, this will be the first published effort to evaluate how such a law functions in practice and how roadway safety may be enhanced. The evaluation project entailed reviewing over 15,000 pages of microfilmed documents in Jefferson City, and hand entering data concerning drivers reported as unfit from 1999-2005 into an integrative database. Drivers age 50+ (93 percent of all those reported) were the primary target for this effort, and various data types were collected, including medical status (functional limitations, diagnoses), vision status (acuity and other measures), driving performance and testing results, citation history, crash history, and final licensing outcome.

Summary findings from the full database were presented at the Missouri Department of Revenue for various stakeholder groups (DOR staff, Missouri State Highway Patrol Driver Examiners, MODOT staff, etc.) on 3/7/08. The evaluation data indicate that HB-1536 works reasonably well.

Drivers reported under this "model law" were of advanced age (mean age = 80), often quite frail with multiple medical conditions, and had a 3x times greater annual crash rate than age/gender-matched controls. More than half (60 percent) dropped out in the medical review phase, failing to have a physician complete and submit an evaluation. These individuals moved immediately into driving retirement. In the end, less than two percent of total cited older drivers retained a valid license to drive. Data indicates that few are involved in crashes after license revocation, suggesting that highway safety is enhanced by the workings of HB-1536.

There are two related "problems":

(1) The first has to do with the medical review process currently in use under HB-1536. As noted above, many cited drivers fail to complete this first step and therefore forfeit their licenses immediately. The advanced age and frailty of cited drivers in the sample is probably part of why this occurs (i.e., they are so compromised already that the DOR letter is motivation enough to stop driving). Some probably speak with their family members and/or physicians, and make a mutual decision to stop driving for reasons of personal and public safety. In some cases, it is also possible that some of these cited drivers want to move forward in the testing process, but cannot identify a physician willing to complete the form on their behalf. The team heard anecdotally that some physicians refuse to complete the medical review forms because they don't feel competent (i.e., trained enough) to judge driver fitness. Others don't want to be perceived as the "bad guy" so to speak, and so may not fill it out for this reason. Likely, all of these issues play into why so few cited drivers complete the first medical review step in the HB-1536 process.

The research team reviewed over 1,800 of the medical review forms (Physician Statement, Form 1528) as part of the HB-1536 evaluation project. Even submitted forms were often lacking in important details needed to support the medical review process. While physicians were good at checking off general categories (e.g., if cognitive impairment were present), they often failed to provide specific and detailed diagnoses, and sometimes marked conflicting boxes concerning their opinion on safety and if on-road testing was needed. Listed diagnoses were well below population prevalence levels in the reviewed cases for most disease categories. For example, a common vision condition like macular degeneration, which afflicts ~15 percent of persons over age 70, was listed in just two percent of all reviewed cases. It is difficult to know if this was left out because reported drivers simply don't have this condition, or because responding physicians only checked "vision condition" and moved on, thus failing to provide the specific diagnostic information. The latter explanation seems more likely, and has implications for how the DOR operates.

Incomplete or conflicting information from the physician can put DOR staff members in the position of having to interpret what is meant, rather than relying on a clearly stated medical data and opinions. While the DOR does have a medical advisory board to provide input on tough cases, there are limits as to how many cases can be sent to this board. Data suggests that the overall quality of medical information coming into DOR is poor.

A reasonable conclusion is that the current medical review form does not provide sufficient guidance to physicians on how to conduct a driving-related medical evaluation and what key information needs to be recorded. A form that accomplished these goals might both encourage reluctant physicians to complete it (i.e., by giving them a set of guidelines to follow) and improve the information that other physicians now provide to the DOR. This problem should not be too difficult to correct, and we can learn from what is done in other states.

(2) The second problem relates to why drivers were being reported. Crashes were the primary motivator for reporting under HB-1536 from 1999-2005, and police were the most frequent reporters (in 30 percent of cases). Our data indicate these crash-prone drivers were quite medically compromised (i.e., they should have retired from driving months/years before they were reported). HB-1536 was intended to encourage reporting by physicians and other health professionals as they worked with older adults and identified medical fitness concerns. When crashes are the primary reason for reporting, however, medical conditions have been allowed to progress too far and public safety is already compromised. An important outcome of our HB-1536 project is agreement between DOR and MSHP that new procedures are needed, both to encourage more timely reporting and to enhance the medical review process in general. We need to shift the reporting and review processes to consider drivers before they are so medically compromised and prone to crashes.

Data from the research project on HB-1536 suggests that license office staff are quite adept at identifying potentially unfit older drivers and reporting them. In fact, until 2003 when license offices were privatized, license office staff submitted as many reports as police officers. A key difference was that those reported by license office staff had much lower crash rates in comparison to other reported drivers - more similar, in fact, to matched controls. License office staff have the benefit of seeing and interacting with the driver at license renewal, allowing them to notice tell-tale signs of frailty, sensory deficits, cognitive impairment, problems with balance, etc. Data supports the notion that reports from license office staff enhanced roadway safety in 1999-2005 by identifying drivers with medical compromise before they were so impaired as to be involved in many crashes.

Another finding was less hopeful. Reports from license office staff declined by 60 percent between 2003-2005. Why? This period correlates in time with the privatization of the license offices in Missouri. According to DOR officials, regular training of license office staff has declined since 2003. Many staff left their positions when privatization occurred and were replaced by new, less experienced individuals. A lack of knowledge and awareness of older driver safety may be responsible for this decline in license office staff reporting through HB-1536. A renewed effort in training can reverse this trend and enhance roadway safety in Missouri. Officials from DOR are now committed to reversing this trend, and this project is an important step in this process.

### **GOALS AND OBJECTIVES:**

The goal of this project is to revise the physicians form for reporting medically unfit drivers in order to provide complete information and state a clear opinion on their ability to drive safely.

### **RESULTS:**

Key findings from Form 1528 that was being used include:

- While physician respondents were effective in using check boxes to denote condition categories, most (80%) failed to write in specific diagnoses or other qualifications. At times, this made it difficult for driver license staff and/or the medical advisory board to understand the context and severity of a condition relative to the driving task.
- Use of a single check box to denote primary condition categories was a source of confusion at times. Did the physician actually evaluate the patient and determine that the condition was not acceptable? The team identified a number of instances where a family member reported a driver and listed dementia as a concern, yet this was not checked on Form 1528. For example, in 56 cases a family member communicated a concern about cognitive impairment on another form, but the physician did not.

- Inconsistencies were also found in the final safety rating. In the first place, 22 percent of forms had no safety rating listed at all. When a safety rating was given, the physician would often hedge and still recommend that on-road testing be performed. Of the 623 individuals that physicians rated as capable of safe driving, more than a third (237; 38%) were recommended to have testing. Even more (44%) of those rated as unsafe were recommended to have testing. The driver license staff gives a lot of weight to physician input; yet often have to interpret this input in making licensing decisions.
- Based on these and other observations, Department of Revenue officials agreed to pursue a major revision of Form 1528.

This project compared all-inclusive medical evaluation forms utilized by State and Provincial Departments of Motor Vehicles in the US and Canada. Forms were collected in fall of 2008 from government websites, e-mail or telephone requests and from professional contacts. Sixty-four jurisdictions were targeted for form collection. Most (52; 81%) utilized single, all-inclusive medical forms intended to address a full range of conditions, and these constituted the review sample for this project.

Best practice recommendations included a page length (2 pages), emphasis on in-person evaluation, prompts for driving history information, clear instructions and stepwise format, content prompts across relevant medical categories, options for record functional status and impairment levels, and emphasis on relative (vs. absolute) clinical judgments of overall driver safety.

Data from the detailed review and common best practices in medical review from other jurisdictions were utilized in a complete revision of the Missouri Physician Statement (Form 1528A). The new form includes many features from other jurisdictions, as well as practices recommended by the American Medical Association Older Drivers Project. A core principle of this revision is that physicians need clear guidance about what to evaluate, how to relate findings to the driving task, and how to make reasoned conclusions and recommendations.

A total of 140 completed Form 1528A were collected between July 1, 2009 and September 23, 2009. Data from these forms were entered into SPSS and compared with the 1,881 Form 1528 from the 2001-2005 evaluation study. Distribution of the new form was delayed two months from the original timeline; it was hoped to collect over 300 forms for a more reliable comparison. Overall it is felt that the revisions made on the form are providing driver-licensing staff with more information to make a determination. DOR will be working with their staff attorney and design staff to make the appropriate changes to implement the new form.

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**FUNDING:**

402 : \$61,980.00

**HS CONTACT:**

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Jefferson City, MO 65102  
573-751-4161

# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Motorcycle Program

**PROJECT NUMBER:**

09-PT-02-13

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

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**PROJECT DESCRIPTION:**

Funds from this grant will be used to conduct an assessment on Missouri's motorcycle safety program during the 2009 grant year. The last assessment was conducted in 1999.

**PROBLEM IDENTIFICATION:**

Motorcycle crashes are a serious health, economic, and social issue. The annual percentage of motorcycle crashes has remained around 1.4% of the total crashes in Missouri. However, in 2007 the number of fatalities from motorcycle crashes accounted for more than 10% of Missouri's total fatalities.

**GOALS AND OBJECTIVES:**

Conduct a program assessment on Missouri's motorcycle safety program during Fiscal Year 2009.

**RESULTS:**

The motorcycle safety program technical assessment was conducted at the Capital Plaza Hotel in Jefferson City, MO on April 12-17, 2009. Motorcycle safety program subject matter experts and key stakeholders delivered brief testimony to the panel review team over a three-day period. More than 41 presenters were interviewed by the panel review team. Results of this assessment were revealed by the panel review team on the last day of the assessment.

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**FUNDING:**

402 : \$15,000.00

**HS CONTACT:**

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# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

LETSAC

**PROJECT NUMBER:**

09-PT-02-02

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

Monthly meetings will be held with the LETSAC board. Funding will be utilized to provide lodging and meals for the board members. A general membership meeting will be held either in the fall or the spring that will also provide 1 to 2 credit hours of training. Funding from this project will also provide for mailings and meeting costs. An annual traffic conference will be held in July, 2009 to provide update training and information for traffic officers and commanders on the latest trends in highway safety issues. Funding will be utilized to assist in the coordination of the conference.

**PROBLEM IDENTIFICATION:**

The Highway Safety Division needs the input of local law enforcement to assist in major decision making areas such as training, legislation, and new and innovative enforcement procedures on the horizon. In order to accomplish this meetings, conferences and trainings must be held to discuss new endeavors for law enforcement. Funding must also be secured to help with regional training and conference expenses.

**GOALS AND OBJECTIVES:**

To provide training for law enforcement and to form a partnership with law enforcement in highway safety issues.

**RESULTS:**

The annual Law Enforcement Traffic Safety Advisory Council (LETSAC) training conference was held at the Resort at Port Arrowhead, Lake Ozark, MO. The conference began on Monday, July 13, 2009 and concluded on Friday, July 17, 2009. Officers received training on DWI arrests, Drug Interdiction, Racial Profiling, Gangs, Crash Forensics, and Report Writing. There was a total of 259 attendees this year.

**FUNDING:**

402 : \$35,000.00



**HS CONTACT:**

Randy Silvey

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Educational Grant

**PROJECT NUMBER:**

09-PT-02-33

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

46,033

**TYPE OF JURISDICTION:**

Rural

**TARGETED POPULATION:**

All drivers, passengers, cyclists and pedestrians

**AGENCY NAME:**

Chesterfield Police Dept.

**AGENCY CONTACT:**

Chief Ray Johnson

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**PROJECT DESCRIPTION:**

Assign a full-time (certified) police officer as Workforce Traffic Safety Officer. This officer will be assigned to the Bureau of Community Affairs and shall focus his efforts on driver behavior education, occupant protection, and pedestrian/ bicycle education programs in an effort to increase public education and information on traffic safety issues in line with Missouri's Blueprint for Safer Roads.

- 1) Develop strategies to increase awareness of traffic safety in an effort to reduce crashes.
- 2) Work with corporations and businesses to improve employee traffic safety. Activities will include group presentations, appearances and special events, safety fairs and seatbelt/child seat checkpoints.
- 3) Presentations at schools and seatbelt checkpoints, with small incentives.
- 4) Child seat installation presentations and checkpoints
- 5) Child seat installations by appointment. At least 24 child seats will be installed.
- 6) Child seat installation training for other police officers or public contact personnel. At least 2 child seat installation classes will be held.
- 7) Presentations at schools (targeting students under 21) emphasizing the hazards of underage drinking and driving, and driving under the influence of drugs.
- 8) Presentations to adult groups concerning driving while intoxicated and driving under the influence of drugs. This will include Victim Impact Panels arranged through the municipal court. At least three presentations will be given.
- 9) Contact with various community involved groups to promote the traffic safety messages to their members.
- 10) Reach out to older driver population to increase traffic safety awareness.

**PROBLEM IDENTIFICATION:**

The City of Chesterfield has over 400 city and county streets and roads as well as several state lettered highways, two state numbered highways (MO 141 and MO 340) and a major interstate highway (I-64 {US40/61}) that bisects the city east and west for over nine miles. These roadways create a travel nexus for the entire west metropolitan area. All of these streets and highways and the drivers that travel them create problems that require attention in the critical crash and violation categories of driver inattention and speed, as well as education of the at-risk driver categories.

The City of Chesterfield has a large commercial and private business workforce as well. As 2.7 million citizens make up the workforce in Missouri and motor vehicle injuries are the leading cause of workplace deaths, there exists a need to address traffic safety in the workplace and travel of employees to and from work. The City of Chesterfield also has an extensive population of children, parents and caregivers that require assistance in child and occupant protection systems that would reduce the child traffic crash mortality rate. The City of Chesterfield also has at least eight retirement communities within the city limits. These complexes put a large quantity of older drivers on the roads everyday.

### **GOALS AND OBJECTIVES:**

Workforce Traffic Safety Officer Mark Caswell was appointed as the department Traffic Safety Officer. On January 26th of 2009 Officer Paul Powers assumed this position. This position is a full time position dedicated to accomplishing the goals and objectives of this grant.

The responsibilities include: business presentations, school presentations, Citizens academy presentations, Teen Academy presentations, Victim Impact Panel presentations, Safety Town coordinator and instructor, child safety seat check points and installations, training child safety seat installers, and any other traffic safety educational role that is appropriate.

### **RESULTS:**

During the period 10/01/2008 to 09/30/2009 the following activities were performed:

- Corporate/Business Contacts: Presented seven businesses the "Workforce Traffic Safety Initiative" lecture (a classroom lecture concerning the benefits of safe and defensive driving and enforcing good driving habits). Approximately 150 employees were reached. Participated in three company safety fairs contacting over 250 people and provided information about driving safety, passenger safety, pedestrian safety and bicycle safety.
- Community Groups: Conducted two High School presentations on driver safety and drinking and driving. 2 Elementary talks on pedestrian and bicycle safety.
- Child Car Seat Checkpoints. Conducted three child car seat checkpoints in the area for corporate, community and civic groups providing child passenger safety information.
- CHILD Car Seat Installation Appointments: Made appointments at the police station for any local and surrounding area residents in need of child restraint installation and education. 124 car seats were checked or installed properly.
- Bicycle Helmet Fitting and Sales: Conducted two events where bicycle helmets were sold and fitted, and helmet safety information was provided. Approximately twenty six helmets were provided at cost to attendees. Provided helmets and fittings to local area residents available at the station. Approximately eighteen helmets were distributed.
- Safety Belt Checks: Conducted seat belt checks at both area high schools and six area elementary schools called Operation Reward. The program monitors exiting traffic and seat belted occupants receive a tootsie pop. Over 2000 students were contacted.
- Teen Academy: An eight week introduction to Law Enforcement for High School Students. Two sessions were taught on DWI and Traffic Safety. The DWI section included both classroom presentation and hands on were the students wore "Fatal Vision" goggles and attempted to operate

a golf cart around a preset course.

- AARP Older Driver Education Program: Conducted three 4- hour classes for older drivers using the AARP Older Driver Education curriculum. 98 people attended the presentations.
- Safety Town: This officer was assigned as the coordinator and one of the instructors for this nationally recognized program. Participants ranging in age from four to six years old attended one of three two week programs and where they were taught various aspects of safety through classroom and practical exercise. This program had 192 participants.
- Victim Impact Panel: A court appointed program targeting first time offenders. Six presentations were conducted reaching over 140 people about the dangers of impaired and aggressive driving.
- Instruction/Teaching: The following courses were taught on the indicated topics:

(2) CPS Technicians Update class

(1) Death Notification class at St Louis Co

(1) DWI Report Writing Class St Louis Co

(1) DWI Homicide Crash Investigation at St Louis Co

(1) NHTSA CPS technicians certification class at Mehlville FD

(1) NHTSA SFST course at Missouri Safety Center

Taught by Officer Caswell

(3) Hazardous Material Response at Chesterfield PD

(1) CPS Tech Update

- Training Conferences: In an effort to stay up to date on current traffic safety issues the following conferences were attended: Lifesavers Conference Nashville, TN, LETSAC Conference Lake of the Ozarks, MO.
- Miscellaneous: Attended SafeKids STL monthly meetings, and St Louis Regional Traffic Safety Council monthly meetings.

#### Conclusion and Comments:

As expected, a wide variety of traffic safety educational and community projects have allowed a large segment of the regional population the opportunity to benefit from the information provided as well as getting new educators trained to continue the traffic safety message. We have expanded our community projects and advocacy outreaches throughout the year. We remain dedicated and involved with our partnerships with other strong safety groups such as MoDOT/ Division of Highway Safety, SafeKids , AARP, and LETSAC in order to maximize our ability to reach as much of our community as possible in an effort to decrease traffic fatalities and injuries through education and awareness.

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#### FUNDING:

402 : \$32,100.00

**HS CONTACT:**

Scott Jones

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

LE Training

**PROJECT NUMBER:**

09-PT-02-90

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law Enforcement

**AGENCY NAME:**

Missouri Police Chiefs Association

**AGENCY CONTACT:**

Director Sheldon Lineback

**PROJECT DESCRIPTION:**

The Missouri Police Chiefs Association will provide 8-hour law enforcement tactical driving training. Over the next 12 months the MPCA will conduct 156 courses training approximately 390 law enforcement officers and will provide the driving simulator, instructors and course materials for the training. MPCA will notify departments to market the training, conduct the training and complete all the necessary paperwork to provide P.O.S.T. continuing education credit to the officers.

**PROBLEM IDENTIFICATION:**

Budgets for law enforcement agencies across the state are stretched thin and often lack budgeting resources for training and equipment needed to improve traffic safety. Police vehicles comprise the largest number of emergency service vehicles involved in Missouri's traffic crashes. Of the 1,426 emergency service vehicles involved in 2006 traffic crashes, 75 percent (1,070) were law enforcement vehicles. Law enforcement officers' on-duty annual miles of travel are, no doubt, much greater than other types of emergency service providers. A large proportion of law enforcement officers are assigned to patrol Missouri's roadways throughout their normal shift of operations for crime prevention purposes as well as to provide quick response to calls for services. There is very little tactical and defensive driving training available to the law enforcement community. This type of training is costly.

**GOALS AND OBJECTIVES:**

The goal of this project is to improve officer and civilian safety through law enforcement tactical driving training.

**RESULTS:**

The Missouri Police Chiefs Association conducted 138 tactical defensive driving training courses. Each course was eight hours in length and upon successful completion each student received six continuing education hours in the core block of skill development and two hours of continuing education hours in the core block of technical studies. MPCA trained 696 officers during this grant period.

Two major liability insurance carriers and city risk management officer have reviewed this training program. After review, MIRMA, MOPERM and the City of Jennings are now promoting

this training program to their cities and counties.

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**FUNDING:**

402 : \$54,900.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Training

**PROJECT NUMBER:**

09-PT-02-91

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

17,000+

**AGENCY NAME:**

Missouri Sheriffs Association

**AGENCY CONTACT:**

Director Mick Covington

**PROJECT DESCRIPTION:**

The Missouri Sheriffs' Association Training Academy will schedule Law Enforcement Vehicle Driver Training classes on a regular basis. MSATA will continue to use its current staff and the addition of newly trained instructors to provide the means to make more Law Enforcement Vehicle Driver Training available in more areas of the state.

The lesson plan objectives include the following topics:

1. The characteristics and risks of law enforcement driving
2. Different modes of law enforcement driving
3. The legal issues of law enforcement driving
4. The basic properties of vehicle dynamics
5. Problems facing night driving
6. Acceptable vehicle maintenance
7. Selection and utilization of warning devices during emergency driving
8. Utilizing threshold breaking on vehicles not ABS equipped, 9 and 3 steering and shuffle steering
9. Utilization of seatbelts and other safety devices

The law enforcement agency and/or officer will need to provide the law enforcement vehicle(s) used by the student on a regular basis for the practical application portion of the training class. This is intended to familiarize the officer with his/her own vehicle while utilizing the training principles the student is receiving.

This training class will be conducted at "LOW SPEED," meaning there is no high speed driving in the practical application portion of the class. This is not about pursuit driving.

MSATA is a Missouri POST licensed Basic Law Enforcement Training Academy, that is licensed to provide Basic Law Enforcement Training as well as Continuing Education Training to licensed peace officers.

The MSATA's main office and training facilities are in Jefferson City. However, there are 640-hour Basic Law Enforcement Training Class training sites in Mexico, Marshall, Camdenton, Waynesville, Bolivar, West Plains, Poplar Bluff, Union, Kirksville, St. Joseph, and Palmyra.



There are two (2) locations, Pineville and Benton, where 300-hour Reserve Basic Law Enforcement Training Classes are conducted.

MSATA staff members will monitor the training programs through on-site monitoring and the use of evaluation forms completed by course participants.

#### **PROBLEM IDENTIFICATION:**

Due to the nature of the job, law enforcement officers spend more of their time driving their patrol cars, motorcycles and special vehicles than in any other activity associated with their many job tasks. Each year law enforcement officers are killed and injured in the line of duty due to vehicle crashes.

In 2007, there were 1,543 traffic crashes involving 1,580 emergency service vehicles in the State of Missouri. Nine people were killed and 459 people were injured in these traffic crashes. Of the 1,580 emergency service vehicles involved, 380 (24.1%) were on an emergency run at the time of the crash. The seriousness of these traffic crashes is compounded by the fact that the incident no doubt delayed or prevented the unit from responding to the original emergency situation. Crashes of this nature are of special concern to traffic safety authorities because emergency service vehicles and, more importantly, their staff are critical public safety resources whose loss due to traffic crashes adversely affects the public welfare.

Police vehicles account for the majority of emergency service vehicles involved in Missouri traffic crashes. Of the 1,580 emergency vehicles involved in 2007 traffic crashes, 1,218 (77.1%) were law enforcement vehicles. This finding is not surprising since there are a significantly greater number of police vehicles in operation compared to ambulances and fire vehicles. In addition, many law enforcement units patrol Missouri roadways throughout their shift, while ambulances and fire vehicles are normally stationed at fixed locations until called to respond to a situation.

Law enforcement agencies cannot overlook their financial and legal obligations as a result of these traffic crashes. Agency administrators must continue to train officers to be better drivers and better prepared to deal with the many emergency and changing traffic situations in their daily duties.

#### **GOALS AND OBJECTIVES:**

##### **GOAL:**

The goal of this project is to provide more law enforcement vehicle driver training to law enforcement personnel thereby reducing the number of traffic crashes involving law enforcement vehicles and the resulting deaths and injuries.

##### **OBJECTIVES:**

- 1) Utilize a qualified vendor to train four new Law Enforcement Vehicle Driver instructors.
- 2) Purchase equipment such as a laptop, carrying case, traffic cones and single axle trailers for use in providing training to local law enforcement agencies.
- 3) Conduct 30 Law Enforcement Vehicle Driver training classes across the state.

#### **RESULTS:**

The Missouri Sheriffs' Association Training Academy provided Law Enforcement Driver Training in an eight (8) hour block of instruction. The training consisted of two hours of lecture covering the basics of driving skill development and legal liability issues related to driving a law enforcement vehicle. Six (6) hours of training was devoted to practical exercise for skill development and maintenance.

The training was offered at over 20 sites across the state during the contract period. The training provided was open to all law enforcement agencies within the geographic area of the training site. The agencies represented were small to medium size municipal police and sheriff departments.

Training was provided in Barry, Bollinger, Butler, Carroll, Cedar, Christian, Clinton, Dade, Dunklin, Franklin, Gasconade, Hickory, Jasper, Lawrence, Madison, McDonald, New Madrid, Newton, Pike, St. Genevieve, Taney, and Webster counties. Thirty-one courses were offered, training two hundred seventy-four (274) officers.

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**FUNDING:**

402 : \$41,992.50

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Part-Time Employee

**PROJECT NUMBER:**

09-PT-02-124

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

151,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

Data Processors

**AGENCY NAME:**

Springfield Police Dept.

**AGENCY CONTACT:**

Chief Lynn Rowe

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**PROJECT DESCRIPTION:**

From October 1, 2008 to September 30, 2009, the Springfield Police Department received funds from MoDOT Highway Safety Division for the purpose of paying part-time/temporary employees to enter information into the LETS system.

**PROBLEM IDENTIFICATION:**

The Springfield Police Department has a problem with a backlog of traffic records. The traffic records data is entered into the department's computer system from traffic crash reports and traffic citations or warnings. Data entry personnel enter an average of 480 traffic crash reports per month. Each crash report takes about 15 minutes to enter into the system (LETS software). This translates to 120 hours of entry per month.

**GOALS AND OBJECTIVES:**

Reduce the data entry backlog caused by a lack of manpower

**RESULTS:**

Grant funds were available to pay part-time data entry employees from October 2008 to May 2009. During that period part-time employees made 12,928 entries into the LETS system. This was 23% of the total, 57,318 entries made into the LETS by Springfield Police Department for this time period.

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**FUNDING:**

402 : \$9,100.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Occupant Protection

**PROJECT NUMBER:**

09-PT-02-145

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

6,630

**TYPE OF JURISDICTION:**

Rural

**TARGETED POPULATION:****AGENCY NAME:**

Union Police Dept.

**AGENCY CONTACT:**

Chief Norman Brune

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**PROJECT DESCRIPTION:**

Sgt. Art Amato was selected by the Missouri Department of Transportation - Highway Safety Division to attend a "Train the Trainer" session hosted by the National Highway Traffic Safety Administration (NHTSA) and the Transportation Safety Institute in Oklahoma City, OK on April 22-23 2008. Sgt. Amato was one of two instructors representing the State of Missouri, and one of thirty-three who attended the initial training session. This training unveiled the new "Traffic Occupant Protection Strategies" program, revised in 2007-2008 by NHTSA. This program focuses on the inherent dangers faced by law enforcement officers, as well as defining the importance of seatbelt usage and crash dynamics.

TOPS is an updated course that replaced NHTSA's Occupant Protection Usage and Enforcement (OPUE) course. The TOPS course was designed specifically to address law enforcement issues, and it covers a wide range of information addressing education, reporting, and enforcement issues related to occupant protection and includes the dynamics of vehicle crashes and the risks faced by law enforcement officers. It also instructs law enforcement officers on how to conduct an initial evaluation of a crash scene, how to assist in crash reconstruction, and how to identify safety seat issues. This program is not designed to certify officers for Child Protection Strategies, it simply provides a basic overview.

The curriculum has been reduced to a four (4) hour basic course with 4 core modules, highlighting the overall seatbelt problem in the United States, as well as the specific problems faced by Law Enforcement, and the importance of wearing a seatbelt at all times. This curriculum is also designed to be flexible enough to address local and regional issues, such as rural versus metropolitan areas, and other traffic dangers law enforcement officers are exposed to.

Sgt. Art Amato will take the updated TOPS curriculum to other law enforcement agencies, regionally, or statewide, depending on the demand, and train new instructors for the revised program. The training aids will consist of one (1) DVD containing the multimedia files of all the training materials required to conduct a course, and one (1) printed manual for each instructor, including the instructor manual and student manual sections. These manuals will be individually printed and bound by a local vendor, and will only be produced as demand requires. Funds will also be used to pay for travel expenses (mileage, meals and current hourly overtime rates) incurred during the program. Due to limited staffing, most of the training will be conducted on non-

scheduled days by Sgt. Amato, and he will use his personal vehicle for most of the travel.

The cost of the DVD's will be minimal as they can be purchased in bulk, and copying will be done at the Union Police Department, utilizing existing DVD copying equipment. The manuals are estimated to cost approximately \$60 to produce, depending on quantity, cover style and binding materials.

The training program will initially be offered regionally (St. Louis County and Municipal Police Academy, St. Louis City Academy, Jefferson County Police Academy, Franklin County Sheriff's Academy, Eastern Missouri Police Academy) to limit travel expenses, but will be offered statewide depending upon the demand for the program.

Depending upon demand for the program, initially 6-10 local and/or regional programs will be conducted during the contract period. Class size should be relatively small (10-12 per group). Other programs will be conducted at the request of the Division of Highway Safety on a statewide basis so that the program can reach as many law enforcement agencies as possible.

#### **PROBLEM IDENTIFICATION:**

Since 1998 more Law Enforcement officers were killed by vehicles than by weapons (excluding 2001). Since 2006, 39 - 40% more officers were killed on duty in traffic related incidents than were feloniously killed by weapons. These deaths resulted from police car and police motorcycle crashes, being struck by vehicles, crashes during vehicle pursuits, and as a result of being assaulted with a vehicle.

This problem is not isolated to any geographical area or location, but is spread out throughout the country. Since 1996, Missouri alone has lost a total of 25 officers as a result of vehicular incidents (11 - auto crashes; 1 - motorcycle crash; 3 - struck by a vehicle; 3 - vehicle pursuits; 7 - vehicular assaults) and the trend appears to be continuing.

Many of these incidents are beyond the control of the individual officer, however, some are preventable if officer safety tactics, including the wearing of seatbelts, is considered prior to the officer taking action.

Basic instruction on the use of seatbelts, crash dynamics, and the effects of a crash may increase the likelihood of an officer being prepared for a traffic incident, and be more likely to use a safety restraint device for additional safety. Additional training concerning positioning recommendations, approach considerations, and officer safety equipment could greatly impact the final outcome of a traffic situation.

At present, there are very few training programs that address not only the seatbelt safety issue for law enforcement officers, but also the inherent dangers presented to law enforcement officers during the course of their normal duties, and recommendations on how to better prepare for traffic situations.

#### **GOALS AND OBJECTIVES:**

Goal: To increase seat belt use among Missouri motorists and law enforcement officers.

Objective: To provide Traffic Occupant Protection Strategies (TOPS) training to area law enforcement officers, which gives the officers information and insight to occupant protection devices, their use and effectiveness.

**RESULTS:**

Equipment (computer/projector/accessories) were purchased and manuals published to assist in the Traffic Occupant Protection Strategies (TOPS) training.

Three (3) separate TOPS courses were conducted, reaching approximately 359 officers. Trainings were held at the annual LETSAC Conference, the Missouri Deputy Sheriff's Association Conference, and a TOPS training course in Poplar Bluff.

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**FUNDING:**

402 : \$6,139.66

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

L.E. Crash Investigation

**PROJECT NUMBER:**

09-PT-02-158

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Local Law Enforcement Agencies and Officers.

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

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**PROJECT DESCRIPTION:**

The Missouri Safety Center will offer one Crash Investigation Series during this fiscal year. The courses in this six-part series are designed specifically for the preparation of Missouri law enforcement officers to fully investigate traffic crashes. This investigative training includes documentation of crashes and the presentation of factual data to the court system for proper legal action, as well as the reports submitted to the state for further action in engineering, education and enforcement. The series consists of a six-part crash training program, one Reconstruction Preparation course and one Reconstruction Course. This training picks up where the academy training leaves off and is designed to systematically guide attending officers through the process of an on-scene investigation through advanced data gathering to produce a complete crash data report upon completion of the process. The results of officers completing the series will include: more complete reports, and proper collection of data and preservation of evidence. This produces well documented reports that are transmitted to the state, allowing for data to be gathered and analyzed to determine actions needed beyond the actual investigation. The actions resulting from the data collection may include roadway design changes, signage, public education, or reallocation of enforcement manpower to problematic areas.

In addition, a new course will be offered and is designed specifically for the front-line officer who typically is the first at a crash scene. Those officers do not have the extensive crash investigative training but should be equipped with the foundational aspects of identifying and preserving critical crash scene evidence, collecting and measuring for scaled drawings and understanding how to safely manage a crash scene. This 32-hour On-Scene Crash Investigation course will make front-line officers safer, more knowledgeable and a greater asset to the primary crash scene investigating officer.

**PROBLEM IDENTIFICATION:**

Throughout Missouri a critical training need continues to exist for law enforcement in the area of traffic crash investigation. This foundational need, as identified in "Missouri's Blueprint for Safer Roadways," is the basis for proper crash documentation and data collection. When law enforcement officers are properly trained in documentation and investigation of crashes, the data analysis is more complete and the actions of education, engineering and enforcement become more effective. Of the 87,708 crashes occurring in Missouri in 2006, 65.7% of them were investigated by local law enforcement agencies, other than the Missouri State Highway Patrol.

In Missouri, many law enforcement training academies lack time in their curriculum to provide adequate crash investigation training. Documentation of modern day crashes requires highly specialized training, including computer collected evidence as contained in the event data recorders, as well as highly specialized knowledge in the new crash detection systems being placed on many new vehicles.

### **GOALS AND OBJECTIVES:**

#### **Goal:**

To provide crash investigation training that will enhance the level of knowledge and skill among law enforcement officers who work traffic crashes.

#### **Objectives:**

1. Conduct one complete Crash Investigation Series to allow for advanced training of 25 law enforcement personnel assigned to work traffic enforcement;
2. Provide a Reconstruction Preparation course for 25 officers requiring a refresher prior to acceptance into Crash Reconstruction;
3. Advance the 30 most qualified officers completing the series to the Crash Reconstruction training; and
4. Conduct the On-Scene Crash Investigation course in five locations around the state, training up to 45 front-line officers.

### **RESULTS:**

A Crash Reconstruction Preparation course was offered as a refresher prior to acceptance into the Crash Reconstruction course. Eighteen participants completed the preparation training held on July 22-24 in Town & Country, MO.

One complete Crash Investigation Series was offered and includes Crash Investigation 1 through 6. The training was offered in Town & Country with 117 participants in the training series.

Nineteen of the most qualified officers completing the Crash Investigation Series went on to attend the Crash Reconstruction Program offered on August 3-7 and 10-14 in Town & Country, MO. All 19 participants completed the training.

On-Scene Crash Investigation courses were offered in three locations around the state with 50 officers completing the training that was held in Kansas City, Springfield and St. Louis, Missouri.

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### **FUNDING:**

402 : \$87,615.00

### **HS CONTACT:**

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# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Law Enforcement Training

**PROJECT NUMBER:**

09-PT-02-159

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law Enforcement Officers

**AGENCY NAME:**

Missouri Southern State University

**AGENCY CONTACT:**

Mr. Wayne Thomason

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**PROJECT DESCRIPTION:**

In an effort to provide this alcohol-related training to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funds from this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Missouri Southern State University Law Enforcement Academy will provide continuing education hours as approved through the Peace Officer Standards and Training (P.O.S.T.) Program, by being an approved provider.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

**PROBLEM IDENTIFICATION:**

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well-trained in the areas of awareness, recognition, execution, and enforcement of

traffic-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of traffic-related offenses. Most state, county, and municipal law enforcement agencies do not have the financial resources to send their officers long distances to receive specialized traffic-related training.

The primary objectives of traffic enforcement training are to raise awareness of traffic safety, improve recognition of traffic-related offenses, assure proper execution of highway safety operations (i.e., sobriety checkpoints, radar, etc.) and encourage enforcement of traffic-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact on reducing accidents, increasing convictions, and raising the level of awareness of traffic-related concerns.

## **GOALS AND OBJECTIVES:**

### **GOALS:**

1. Provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive traffic enforcement related training.
2. Increase the awareness of traffic enforcement related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase the number of traffic related operations such as DWI enforcement, radar enforcement and sobriety checkpoints.

### **OBJECTIVES:**

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide the following training programs:

**Vehicle Search and Seizure** - This course is designed to familiarize and update officers on current law as it relates to the search and seizure of evidence in motor vehicles. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

**High Risk Vehicle Stops** - This course will instruct officers on the potential hazards and approach options when dealing with traffic stops that have an increased probability for physical harm to the officer. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

**Beyond the Ticket** - Officers will receive training in looking beyond the ticket at various types of criminal activity, primarily in the area of transportation of controlled substances. Officers will be trained to recognize the various "red flags" when attempting to detect this type of activity. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

**Missouri Motor Vehicle Law** - This course will teach officers the current Missouri Motor Vehicle law as it relates to traffic enforcement. Officers will be provided copies of the relevant Revised Statutes of Missouri that relate to traffic enforcement. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

**Railroad Crossing Collision Investigation** - This course is designed to familiarize officers with the special problems related to railroad crossing collision investigations. These types of accidents have unique problems unlike more common accident investigations. It is anticipated that between 20 and 30 officers will attend this 7-hour course.

**RESULTS:**

Missouri Southern State University Criminal Justice Programs presented a total of twelve law enforcement training programs to 249 law enforcement officers in the following locations: West Plains, Miner, Branson, Joplin, Springfield, Butler, Sarcoxie, Osage Beach, and Harrisonville.

Breakdown of training programs offered:

Four Vehicle Search and Seizure training programs were conducted training 96 officers. The training was held in West Plains, Miner, Branson and Joplin.

Two High Risk Vehicle Stop training programs were presented training 22 officers. The training was held in Springfield and Butler.

Two Beyond the Ticket training programs were conducted training 40 officers. The training was held in Sarcoxie and Miner.

Three Missouri Motor Vehicle Law programs were presented training 71 officers. The training was held in Osage Beach, Harrisonville and Branson.

One Railroad Crossing Collision Investigation seminar was conducted in Joplin, MO training 20 officers.

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**FUNDING:**

402 : \$45,000.00

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# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Fitness-to-Drive

**PROJECT NUMBER:**

09-PT-02-162

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Older Drivers with Dementia

**AGENCY NAME:**

Washington University School of Medicine

**AGENCY CONTACT:**

Ms. Connie Motoki

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**PROJECT DESCRIPTION:****GOALS:**

1. Expand the fitness-to-drive model to include a battery of tools for use by highway patrol, caregivers and for health care professionals;
2. Expand the sample size due to the heterogeneity of dementia (e.g. Alzheimer's disease represents about 60-70 percent of referrals, but non-Alzheimers dementia are not uncommon and typically present with different cognitive deficits). These different types of dementia will also likely require different cut-offs and/or test batteries for Fitness-to-Drive;
3. Build a computer-based template of driving evaluation forms based on PC Access software, which can be adopted for use by driving evaluators in any type of setting and loaded directly into a database (e.g. SAS, SPSS) for testing and future analysis; and
4. Package the different tools for dissemination to the State Highway Patrol, health care professionals, and to caregiver groups (e.g. Alzheimer's Association) for either adoption or further testing and validation on-site in these specific settings.

This will be accomplished using the following criteria:

**Phase I (10/08-8/09): Data Collection****Subjects:**

Recruit 90 additional participants (age 25 years or older) with dementia. In addition to recruiting from the medical campus of Washington University and Barnes Jewish Hospital, Washington University will also network with the Jefferson Barracks VA and driving evaluator Pat Neiwoehner to combine datasets.

**Exclusion Criteria:**

Volunteers will be excluded from the study if they have any major chronic diseases or condition that would cause significant impairment on the outcome measure (road test). Examples include, but are not limited to:

1. advanced cardiopulmonary disease (e.g., COPD requiring oxygen, class IV CHF etc.) or unstable disease (e.g., diabetes with recurrent hypoglycemic events, uncontrolled seizures) that would place the examiner at risk;
2. severe orthopedic/musculoskeletal or neuromuscular impairments that would require

extensive adaptive equipment to drive;

3. visual, hearing, and/or language impairments that would interfere with participating in the psychometric measures or road test;
4. diagnosis of moderate or severe dementia;
5. less than ten years of driving experience;
6. sedating drugs (e.g. new use of narcotics or anxiolytics within the past month or chronic use that causes sedation);
7. completed a driving evaluation in the past year; or
8. does not have an active license.

#### Participation of Proxy/Informants:

Proxy consent will be required for the participant or they will not be enrolled in the study.

Information from (about) the proxy that will be recorded in the database will include age, gender, and education level. Permission to record this information will be requested and documented from the informant on the informed consent form. Proxy consent will be obtained for all patients with dementia.

#### Subject Recruitment:

The same approaches for recruiting subjects that have worked well for recruitment for the past several years through the Memory and Aging project will be used. Washington University will provide the driving evaluations at no charge for participants that enroll in this study. They have not had any difficulty recruiting patients with dementia, in part because the evaluations have been provided at no cost to the participant during the current grant cycle. Costs of driving evaluations by occupational therapists (e.g. \$300-\$500) are one of the major reasons patients and their families refuse to participate in driving evaluations.

#### Location:

The Rehabilitation Institute of St. Louis (TRISL) is an 80-bed acute medical rehabilitation hospital adjacent to the Washington University Medical Center campus in mid-town St. Louis. The hospital team consists of 280 professionals in a variety of rehabilitative medicine disciplines and more than 70 attending and consulting physicians (University affiliated and private). In addition to inpatient care, there is a large outpatient practice that has approximately 37,000 visits per year. The driving clinic opened in January of 2008, with direction from the PI, Co-PI, HealthSouth occupational therapists, and the full support of HealthSouth administration.

#### Screening tests:

Telephone screening - Individuals who express an interest in participation undergo a brief (~15 min) telephone interview by a member of the driving team to provide information for the recruitment registry. The registry includes identifying information such as age, gender, and active medical diagnoses and medication. The registry computer program has a security code, so that strict confidentiality of all registry names will be maintained. All individuals who express an interest in participating and meet the preliminary inclusion criteria will be invited to visit the driving clinic and discuss their potential participation in greater detail. Information will be obtained from the collateral source or informant to assist with rating the severity of the dementing illness.

#### Orientation session for informed consent:

A ten minute orientation session with the occupational therapist will provide detailed information regarding the aims of the study, and the tests and measurements participants will undergo. Verbal

and written information about the potential benefits and risks of the study will be provided; questions will be answered and any concerns addressed. If the individual is interested in participating, a screening evaluation will be performed by interview to determine eligibility. The participants will be allowed to decline participation in the research study, and will be given a list of alternative driving programs in the area if they decline a driving assessment with this program. All tests being administered are evidence-based and part of routine driving evaluations. The only measures that are added for research purposes for this study are the measures of disease severity and the quantitative scoring of the performance-based road test, explained below.

#### Initial History and Examination:

Questionnaires and Exam - Volunteers undergo a detailed medical history, medication review, screen for depression using the Functional Assessment Questionnaire, 5-item Geriatric Depression Scale, and will be evaluated for daytime sleepiness with the Epworth scale. They will be administered the Driving Habits Questionnaire (DHQ), tests of traffic safety knowledge (e.g. multiple choice questions and road sign recognition, and a history and physical assessment focusing on co-morbidities that could impair results on psychometric tests and/or performance based road test. The DHQ evaluates driving exposure (miles driven, trips per week, history of crashes, moving violations, etc.)

#### Disease Severity Measures, Diagnoses:

The AD-8 (16) is a brief questionnaire developed at WUSL for the detection of dementia and will be used during the telephone screening to confirm the presence of dementia along with the Short Blessed Test. Standardized criteria are being utilized for dementia and specific subtypes.

#### Functional Status:

Vision - The participant will be tested for both far and near (Stereo Optical) visual acuity. Visual fields will be tested using the Humphrey Matrix <sup>TM</sup> Frequency Doubling Perimeter. Contrast sensitivity will be tested by the Pelli-Robson contrast sensitivity chart.

Cognition - Tests that will be utilized include: the Short Blessed Test (a brief mental status screen), the Clock Drawing Task, Trails A and Trails B, a test of psychomotor speed, alternating attention, and visuospatial ability, Digits Forwards (immediate memory), Digits Backwards (working memory), Maze Test (executive function), and the Driving Health Inventory (DHI) - which includes the Useful Field of View (divided visual attention and processing speed)® (a brief computerized test of driving abilities) and the Motor Free Visual Perceptual Test (visual closure).

Motor - Motor function will be determined by active range of motion, which is a goniometric measurement of how far the subject can move a limb segment against gravity. We will evaluate strength measures of the upper extremities (shoulder, elbow, wrist, and hand function) and lower extremities (hip, knee, and ankle function). Range of motion (ROM) measurements will be obtained by using standard goniometric techniques. Muscle strength will be assessed using standard manual muscle testing procedures. Grip strength will be assessed using the Jamar grip dynamometer. Lower extremity reaction times measures will be taken with the dominant driving foot using a brake reaction time monitor.

Gait and Balance - The Rapid Pace Walk will be assessed as this has been found to be associated with motor vehicle crashes in older adults. The 9-Hole Peg test will be utilized as a measure of coordination.

#### Outcome Measures:

The Washington University Road Test (WURT) is a 45 minute in-traffic road test along a predetermined route. As part of this research study Washington University has modified the existing WURT to include more in depth measures of road performance. The modified WURT includes evaluation of components of common traffic maneuver (e.g. what is involved in making a right turn, left turn, lane changing, parking). The participant drives a standard car with dual brakes while an instructor sits in the front seat scoring driving ability. The WURT consists of two components: the closed course and the open course. The closed course is started in a large parking lot and allows the participant to become familiar with the car and the surroundings. The open course moves the participant into traffic in which they have to maintain speed, obey traffic signs, signal, turn, yield the right of way, change lanes, and react to other drivers. Each skill of the open and closed course is scored on a two or three point scale with a total of 108 possible points. Upon completion of the WURT a global rating of safe, marginal, or unsafe is given. Inter-rater reliability ( $Kappa=.85-.96$ ) and one-month test stability have been studied. Two instructors will be present in the car at all times. The instructor in the front seat will be blinded to the results of the off-road testing and provide directions to the participant while attending to traffic situations. At the end of the drive, the front seat instructor will provide a global rating of performance that will allow for a measure of inter-rater reliability with the evaluator in the rear seat. The instructor in the rear seat will rate both qualitative and quantitative performance using the Modified WURT. The Modified WURT will provide data to examine what type of driving errors are more common in this population.

#### Motor Vehicle Crashes:

The Statewide Traffic Accident Recording System (STARS) database records every motor vehicle crash that was reported by the police or highway patrol in the state of Missouri since 1981. The data is located in Jefferson City, MO and is public information that is available on request. This information will be obtained as part of a routine driving evaluation and is available at nominal or no cost. Three-year retrospective crash data is obtained for each group. The retrospective data is important to determine baseline crash rate for subjects that have a chronic disease (e.g. dementia). There is data to suggest some patients will continue to drive even after losing their license. This database has been successfully utilized in several studies and the team has close ties with the staff and administration in the highway patrol that controls the database. Over 200 crash variables are available that include driver, vehicular, and environmental factors. Most important for this study will be the officers' determination as to whether the driver was at fault.

#### EVALUATION

##### Phase II (8/08-9/08): Data Analysis

#### Statistical analyses:

The initial analysis will compare independent variables (demographics, medical diagnoses, safety knowledge, road sign recognition, and functional tests of vision, cognition, and motor skills) to quantitative road test score (point system) using the t-test and categorical outcome (pass-fail or crash-no crash) using Chi-Square. The secondary analysis will focus on unadjusted association with the predictors (independent variables) with the dependent variable of interest (pass vs. fail) on the road test or crash vs. no crash. A stepwise logistic regression approach will be used that will focus on those independent variables that were significant in the unadjusted analysis. ROC curves will be created to determine which set of predictors will provide the highest classification rates for participants with dementia.

#### Power and sample size:

It is difficult to determine sample size since the number of predictors or the type of variable (continuous and/or ordinal) that will be highly correlated with the road test scores and/or motor vehicle crashes is unknown. It is important to know or at least estimate the number of participants anticipated to fail the road test. Although Hunt, et al (above citation) found 25 percent of her referral group failed the WURT, it is unknown whether a group with similar dementia level severity will be referred to the clinic. However, the assumption will be made that there will be a 25 percent fail rate. A logistic regression of a binary response variable (Y) on a binary independent variable (X) with a sample size of 25 observations (of which 80% are in the group  $X=0$  and 20% are in the group  $X=1$ ) achieves 35 percent power at a 0.05000 significance level to detect a change in Prob ( $Y=1$ ) from the baseline value of 0.750 to 0.400. This change corresponds to an odds ratio of 0.222. An adjustment was made since a multiple regression of the independent variable of interest on the other independent variables in the logistic regression obtained an R-squared of 0.300. For a power of .8, alpha of 0.05 estimated that 100 subjects with Alzheimer's Disease will be needed for this analysis. A second year of funding should provide enough time to recruit a relatively homogenous sample of participants with Alzheimer's Disease, the most common type of dementia.

#### Data Monitoring plan:

To protect against or minimize potential risks, subjects will be carefully evaluated and closely supervised. Before being considered for participation in the driving evaluation, the subjects will undergo tests of traffic safety knowledge including road sign recognition and multiple-choice questions regarding rules of the road. Participants will be excluded if they are found to have any of the medical problems outlined in the exclusion criteria after interviewing the collateral source. The participants will also undergo tests of vision, cognition, and motor functional abilities. This will be followed by a standard on-the-road test, which occurs in traffic.

Even though it is believed that these tests will not cause significant anxiety or stress, participants will be monitored for development of any of these signs during testing. The driving clinic opened in November of 2007. Tests were chosen as part of the standardized battery based on previous experience, ease of use, and evidenced-based medicine. However, it is possible that the testing could cause fatigue or stress that could adversely affect performance on the road test. Participants will be monitored for fatigue, stress, or anxiety after completion of the off-road test before embarking on an in-traffic evaluation. Dr. Carr and Peggy Barco, who will review all of the evaluations and their affect on the participants on a weekly basis, will do the safety monitoring. The participants and the collateral source will be given the phone numbers of the members of the research team and informed to contact the team immediately if the participants develop any distress or discomfort related to the testing. If a participant has any concerns, Drs. Carr and Ms. Barco will review the case together and discuss the findings and concerns with the participant and, if appropriate, the collateral source.

Dr. Carr and Ms. Barco will be responsible for keeping the data for this research study on a laptop that has a unique access code and is kept in a locked file in the driving evaluation clinic in the research office at The Health Key Building, where Dr. Carr's academic office is located.

This is a time-intensive project and four percent of the PI's time and effort will be required to organize, manage, and fulfill the goals and objectives of this study. Twenty percent is required for the Co-PI to administer the fitness to drive battery, assist the driving instructor in scoring the road test, meeting with the subject and collateral source to review recommendations, and documentation. Dr. Holly Hollingsworth has special knowledge on the management of the



database, and will provide statistical analysis. Five percent of time and effort is required for this effort. Recruitment and communication with families is critical. Ms. Annie Johnson the Research Coordinator in the Center for Clinical Studies at Washington University in St. Louis, has been a key part of the driving team and 33 percent time and effort is required for her effort.

The Driving Health Inventory license must be renewed and reimbursement provided for the driving evaluator, Mr. Steve Ice, MOTR, from Independent Drivers, Inc. The Program of Occupational Therapy will provide staff to assist with entering data and the Rehabilitation Institute of St. Louis provides the space, testing area, and administrative support for the driving evaluation clinic.

This pilot test will be initiated and work toward an adequate sample size by the end of funding (N=100 for Alzheimer's Disease and N=100 for non-DAT dementias). A report will be submitted to Highway Safety as required within 30 days after the final end of the period of funding.

An important measure of success in this project is obtaining sufficient data from neurologically impaired drivers in Missouri to develop a package of screening tests that is predictive of on-road test failure. Another measure of success will be in the applicability of this package to the realities of driver evaluation and licensing in the state. Any screening package must be inexpensive, easy to administer, and have face validity with respect to driving. Sufficient research has occurred to date to identify candidate tests that meet these criteria. It is time to take the next step and actually apply these tests to real world conditions.

This pilot project is a critical first step in developing an acceptable, evidenced-based means of screening for impairment that is likely to impact on fitness to drive and, by extension, highway safety.

At the end of this project, a package of in-office screening tests for use by Highway Patrol examiners and health professionals involved in licensing decisions in Missouri will be recommended. This package could be utilized at a regional testing center for further validation and acceptability.

### **PROBLEM IDENTIFICATION:**

The State currently does not have a brief, simple, office-based instrument or "technology" that can predict the ability to pass a performance-based road test in medically impaired drivers, particularly those with cognitive impairment. An increasing number of older adults with cognitive decline or dementia are being evaluated by physicians, occupational therapists (OT), driver's license examiners, and the State Highway Patrol (SHP). Often, the final "arbiter" in the decision to drive is whether the medically impaired driver can pass an on-the-road test. However, road tests are expensive, time consuming, and may need to be repeated over time in individuals with progressive conditions. There is also the safety concern for the driving instructors (OT's/SHP officers) and the welfare of the public when administering these tests.

There will be a rapid increase in the number of older drivers on the road in the next few decades. This increase can be attributed to the aging of our driving population in the United States and especially to an increase in the number of older adult female drivers. It appears that each new cohort of older drivers is increasing their average miles driven per year. Dementia may be one of the major medical illnesses that contribute to the increased crash rate in older adults. This may not be surprising given the prevalence of dementia of the Alzheimer type, which increases dramatically with each decade over 70 years.

A recently completed Fitness-to-Drive Study in the State of Missouri has documented that 70 percent of referrals for an evaluation are due to cognitive impairment or dementia. One study that administered a mental status screen to older adults during driver license renewal revealed that 20 percent of drivers over age 80 demonstrated significant cognitive impairment. Studies in tertiary referral centers have revealed an increased crash rate in drivers with dementia of the Alzheimer type in comparison with controls, although there have been exceptions. Larger population-based studies that are able to identify cognitively impaired drivers by brief cognitive screens have found modest increases in crash rates in older adult drivers. At higher levels of cognitive impairment, previous studies indicate that many older adults are unable to pass a road test, and those that do are likely to fail with subsequent testing.

There will be more cognitively impaired older adults on our roadways, and that they will be involved in an increasing number of motor vehicle crashes. Performance based road tests are often recommended for evaluating these drivers. A brief battery of tests in the licensing office or State Highway Patrol offices that could predict driving performance with a high degree of validity and reliability, would be helpful in reducing the financial burden and time for the State to administer these tests in an expanding older adult population. Avoiding testing unsafe drivers could also decrease the risk to state examiners and the public.

Funding was obtained in Fiscal Year 2008 from the Highway Safety Division to assess the older driver with dementia, and from the LongerLife Foundation to evaluate older adults with stroke. The first few months of funding from both projects was spent training staff, hiring and training a project coordinator, purchasing needed testing devices and equipment, setting up the driving laboratory, training staff on the off-road testing instruments, creating and modifying important forms and questionnaires for the participants and informants, building and modifying the revised Washington University Road Test, training driving clinic evaluators and then pilot testing the evaluation process.

Further analysis on a larger sample size is needed to determine which type of questions are more difficult in patients with neurological disease. These tests have been easy to administer, take minimal time by the examiner, and have some validity and/or are potentially acceptable to the older adult as a proxy for safe driving. The team is very optimistic that a combination of scores on specific road signs and/or use of certain written questions can serve as a first tier screen for the Highway Patrol when evaluating older adult drivers with dementia or stroke.

### **GOALS AND OBJECTIVES:**

The goal of this project is to translate recent research findings into the development of a "new technology" or a brief office test battery that is predictive of on-the-road test performance in older adults with cognitive impairment.

### **RESULTS:**

Referrals for driving evaluations came from a variety of clinical settings: 54 percent came directly from a medical clinic, 21 percent were referred from inpatient or outpatient rehabilitation center, 15 percent from miscellaneous settings, and 5 percent from research settings. A physician made 60 percent of the referrals, 24 percent from a therapist, 10 percent from a variety of professionals, and 6 percent from nurses. However, all referrals ultimately had to have a physician sign a referral form. Informants were required for inclusion in this study. The average age of our informants were 57.1+14.8 years (19-92 range), 72 percent were female, and had an average education of 15.1+2.8 years (8-20 range). Forty percent were spouses, 30 percent adult children, 12 percent other

relative, 5 percent friend, and 4 percent other. Of our participants, 75 percent were married, 12 percent divorced, 9 percent widowed, and 4 percent were single.

A total number of 191 participants completed testing at the driving clinic, and included 102 older adult drivers with dementia and 89 with stroke. In 67 cases, Ms. Barco was available to sit in the back of the car and obtain a qualitative score to compare with our driving instructor Mr. Ice. This kappa statistic was .87 indicating a moderate to high rate of inter-rater reliability. Ms. Barco also performed a quantitative scoring system (number of errors) during her participation in driving evaluations. The total sample (N=191) received an error count score of 9.3+6.6, Pass participants were noted to have 6.0+5.3, while those that failed the road test received on average 12.3+6.2 errors. Only Trails B was found significant. However, this model did not account for the effects of education and/or age.

## DISCUSSION

Both participants with dementia and stroke were successfully recruited for this study. Certainly, providing the driving evaluations at no cost assisted with recruitment. Interestingly, physicians were the major referral source to the clinic setting. The fact that physicians were willing to sign an order for a driving evaluation in each case indicates their willingness to have their patients evaluated in this setting. A significant number of potential participants declined to be tested. Although systematic reasons in all cases were not known, there appears to be some concern about referral to the Department of Revenue, perhaps losing the privilege to drive or a license, or lack of insight or need to be tested. This type of detailed information might be helpful to identify barriers and communication aids to enhance future participation. Informants were typically well educated and were often family members of the participant. Most of the participants were married.

The age of the demented sample was reflective of the fact that dementia is a common disease in late life. The stroke sample was quite young, and probably reflective of the high rate of diabetes and hypertension in the African-American urban population that surrounds our geographic area. Both groups were highly educated and already were prescribed multiple routine medications and had several diagnoses. Average visual acuity was well in the range of legal requirements for driving in the state of Missouri and contrast sensitivity results indicate most participants were above the 1.5 thresholds where disability has been reported. One would expect the demented individuals to have an elevated Short Blessed Test, yet the average score is below the normal cut-off for impairment on this test. Perhaps not surprisingly due to motor deficits, participants with stroke had more of a delay on the rapid pace walk in comparison to the demented sample. Demented participants were reported to have more functional deficits by their informants than our stroke sample.

There may be age biases by the instructor and education also appeared to be a factor in the pass/fail rating. These will be important covariates to study in the model. However, there were not differences by gender or by race. A measure or question of course familiarity at the beginning of this study was not included. However, the research team planned a proxy for this measure by examining zip codes of participants. Those individuals that live in or around Forest Park which is at the heart of the road test, will be coded as "familiar" with driving in the area. In this way, the team can examine whether this construct impacted their results. Although there were no plans to study these tests in the prediction model in neurologically impaired patients, it is interesting to note there were differences in visual acuity, contrast sensitivity and the global cognitive screen. The visual tests will be important covariates to include in the study of our model.

All three of sets of caregiver tools showed discrimination between pass/fail outcomes. The team is in the process of obtaining crash data from the STARS database and will also examine the presence retrospectively and prospectively (for those that continued to drive) of a motor vehicle crash. This will be another dichotomous outcome that can be examined in this pilot study. The number of crashes is expected to be too small for examining at-fault crashes, but this variable can be collected from the STARS database. Trails B and the Clock Drawing Test were the highest predictors across all tests. UFOV and the MFVPT were not performed by as many participants since: a) the tests were started later in the course of the study; b) many participants could not perform the test due to cognitive impairment; and/or c) there was not enough time to complete testing before proceeding to the road exam (all reasons for missing values documented).

There were no incidents or safety issues in traffic while road testing these 191 participants. This underlines the importance of highly qualified and expert staff that knows when to intervene in traffic or stop testing due to safety concerns. Although there was concern about the length of testing, the majority of individuals were able to complete all aspects of testing. One participant that was a diabetic stated his "failure" rating on the road test, which was attributed to a low blood sugar of 79 that was, checked when he returned home. Although the examiner did not note any signs of neuroglycopenia or hypoglycemic symptoms they were offered a retest. However, this did result in a change in protocol to provide breaks and snacks between off-road and on-road testing, and to inquire about any symptoms of low blood sugar in our diabetic patients, and to have fingerstick glucose testing available on site. There was also one complaint received about the Informed Consent process.

One of the participants did lose his license after the physician reported him to the State Department of Revenue after failing the evaluation. This individual voiced a complaint to his sub specialist physician that he was "unaware" that this was a risk in the research study. Although the individual did sign the clinic policy statement that specifically outlines this as a rare event, this potential risk was not outlined in the informed consent form. After counseling with Human Studies, information was added to the form that there is a risk that the participant could lose their privilege to drive and/or be referred to the State and lose their license as part of their routine assessment in the driving clinic.

The team has already presented preliminary findings at the National 2008 Gerontological Society of America meeting and the National American Occupational Therapy Association in 2009. Abstracts will be submitted to the American Academy of PMR in spring and the Internal Conference on Alzheimer's Disease this winter. Most importantly will be the six planned manuscripts to be submitted for peer review. The team envisions a manuscript describing each tool for the caregiver, license examiners, and occupational therapists examining stroke and dementia separately. Peer review will be important for this project since it will: a) improve the scientific approach to the papers; and b) be more acceptable to the community (scientific and lay) when adoption of such measures are proposed. It is also hoped to continue to pursue external funding with grants to additional Foundations and the National Institute of Health.

## CONCLUSIONS

The findings to-date indicate that the chosen testing measures are acceptable, feasible, and provide a good dispersion of scores across ranges of neurological impairment for the dementia and stroke sample. The tests used have potential applicability to identify those neurologically impaired

individuals that should no longer be operating a motor vehicle as well as those that are safe to continue or resume driving. The potential cost savings of not having to obtain an on-road test would be a benefit to patients and families, and the public safety benefit from saved lives and prevention of injuries could be substantial.

An SPSS database has also been created that can now be utilized for professionals in the driving clinic settings. Still working toward having this database appear in a PC access format, which could allow the data to be directly entered and then easily transferred to the database.

Washington University is still collaborating with Pat Noewoehner and the Driving Clinic at Jefferson Barracks VA Hospital in St. Louis, Mo. The Driving Clinic at VAMC has already recruited 80 participants, many with cognitive impairment. The Driving Clinic has adopted similar measures to the Washington University clinic setting. Human Studies approval from both the VAMC and WUSM has been obtained to combine both data sets. In the next few months a dataset with approximately 300 participants should be established. This will allow further exploration of fitness-to-drive models.

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**FUNDING:**

402 : \$88,415.00

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Educational Projects

**PROJECT NUMBER:**

09-PT-02-163

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

MO Div. of Fire Safety

**AGENCY CONTACT:**

Mr. Randy Cole, Director

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**PROJECT DESCRIPTION:**

The Missouri Division of Fire Safety will offer the following courses to firefighters and emergency responders around the state:

**Emergency Vehicle Safety (4 hours) 5 courses**

This course includes an interactive lecture discussion utilizing a printed text and videotape. Topics covered in this course include: following distance and rate of closure, civilian drivers yield the right of way, intersection crossing procedures, red lights and siren use and misuse and operator awareness.

**Ignitable Liquids Firefighting: Ethanol Blended Fuels (8 hours) 5 courses**

This course is designed to educate emergency response personnel of the principles for handling Ethanol, E85 and E95 fuel emergencies. With the growing national ethanol production, participants must be able to make the correct decision in how to handle assorted ethanol emergencies. In the classroom participants will see, discuss and learn about vapor pressure, flash point, upper and lower flammable limits, properties of hydrocarbons and polar solvents (Ethanol, E85 and E95), ethanol plant layout and operation, how foam works and determine foam flow and foam needs for typical incidents, the difference between: Class A foam (wetting agents), AFFF Class B foam for hydrocarbons, alcohol resistant foam (AR-AFFF) for E85, and Emulsifiers. Outside, participants will observe and compare foam longevity from aspirating and fog nozzles; compare regular AFFF and AR-AFFF actions on an E95 fire; compare rain down, backboard and roll-on application techniques for E95; and observe burn back and dry chemical application.

**Traffic Control for the Emergency Responder (8 hours) 5 courses**

In today's "legally accountable" society, simply shutting the roadway down has become an unacceptable practice. This course is designed to provide all emergency responders with a basic knowledge of response and traffic control techniques, so that they may effectively manage the safety of all on-scene personnel and the motoring public. Topics include understanding legal aspects of traffic control by emergency responders, apparatus response and positioning and proper scene and traffic control techniques. Using video and photo presentations, case studies and practical exercises, the student will develop the necessary skills to safely and effectively control traffic movement through an emergency incident while limiting exposure to the emergency responder.

Vehicle Rescue: Technician (16 hours) 5 courses

Today vehicle extrication is as much a part of the fire service as firefighting. This class deals with tools and techniques required to remove an entrapped victim from a vehicle accident. Emphasis is on proper use of powered and manual rescue tools and air bags, coordination with EMS personnel, vehicle designs, IMS, and safety considerations. Participants will apply these techniques in practical applications. This course meets Chapter 8 of NFPA 1006, Vehicle and Machinery Rescue Technician, 2003 edition.

### **PROBLEM IDENTIFICATION:**

The Division of Fire Safety continues to provide critical training for firefighters and emergency responders around the state. At the same time there continues to be an increase in the number of highway related incidents to which fire and emergency responders are dispatched. In 2007, there were over 31,900 requests for fire and rescue assistance on the highways of Missouri. This averages 87 responses per day. The numbers and type of incidents are based on Missouri statistics submitted to the National Fire Incident Reporting System. These numbers are conservative due to only 84% of the departments in Missouri reporting; however, they demonstrate the need for training funds for these departments.

These numbers are based on a reporting period of 01/01/2007 through 12/31/2007

- Motor Vehicle Accidents with injuries - 11,976
- Motor Vehicle Accidents with no injuries - 9,229
- Motor Vehicle Accidents involving pedestrians - 688
- Extrication / Rescues - 1,393
- Passenger Vehicle Fires - 2,849
- Motor Home / RV Fires - 68
- Road Freight / Transport Fires - 262
- Gas or Chemical Spills - 832
- Accident Clean-up - 1,769
- Vehicle Lock-outs - 1,799
- Rail Vehicle Fire - 14
- Mobile Property Fires, Other - 1,021

When fire and rescue personnel respond to motor vehicle accidents with injuries, they are working to treat injuries and rescue or extricate trapped individuals from the wreckage. While doing so, the rescuers are working against the clock. With any multi-systems-trauma the individuals face what is referred to as the "Golden Hour." To survive the trauma, these victims must arrive at a Trauma Center and be surgically treated within an hour from when the accident occurred. The amount of time spent on the scene for rescue directly effects the outcome for the victims. Proper training and equipment for the rescuers provide for better treatment and survival of these victims.

Firefighters also respond to vehicle and equipment fires along highways. By responding to these calls, the fire departments extinguish the fires which eliminates the many hazards to the roadways and passing vehicles. Fire departments are also called upon to unlock vehicles when there are life safety issues for the occupants. Any person locked in a vehicle during extreme weather is in danger of serious medical problems.

Even with the Driver Safety training and prevention programs in place, the number of motor vehicle emergencies steadily increases. In order for Missouri fire departments and emergency responders to be prepared for the incidents, it is important to have training available. Responders

must stay up to date on technology and techniques which directly effect the safety and survival of victims.

### **GOALS AND OBJECTIVES:**

#### **GOAL:**

To provide continuing education to firefighters and emergency responders around the state in order to improve safety of the responders and survival outcome for victims involved in traffic crashes.

#### **RESULTS:**

Cumulatively, 22 courses were conducted with 538 students trained with these contracted dollars. The Division of Fire Safety contracts all training under this grant with the University of Missouri, Fire and Rescue Training Institute. Each course is designed to meet all current National Fire Protection Association standards and is instructed by nationally certified personnel.

Vehicle Rescue Technician Courses - A total of 5 courses were presented in Cape County, Galt, Fayette, Kearney and Aurora. Combined these courses trained 129 students.

Traffic Control Safety for Emergency Responders - A total of 5 courses were presented in Lincoln County, Wentzville, Winfield-Foley, Cape County and Chillicothe. Combined these courses trained 157 students.

Emergency Vehicle Safety - A total of 7 courses were presented in Savannah, Cape County and North Kansas City areas. Combined these courses trained 135 students.

Ignitable Liquids Firefighting: Ethanol Blended Fuels Awareness - A total of 5 courses were presented in St. Louis, Cape Girardeau and Perryville. Combined these courses trained 117 students.

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### **FUNDING:**

402 : \$26,475.00

### **HS CONTACT:**

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# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Law Enforcement Training

**PROJECT NUMBER:**

09-PT-02-164

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law enforcement professionals

**AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Colonel James Keathley

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**PROJECT DESCRIPTION:**

The Missouri State Highway Patrol Academy will offer the following training programs:

Basic Crash Investigation  
Advanced Crash Investigation  
Crash Reconstruction  
Crash Reconstruction Retraining  
Commercial Vehicle Crash Investigation  
Radar/Laser Operator  
Radar/Laser Instructor  
EVOC  
EVOC Instructor  
Instructor Development

The Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

The educational equipment/supplies and instructional material will be used in class projects and practical exercises. These items include crash investigation templates, French curve sets, compasses, 360 degree protractors, and mechanical pencils which will be used in the crash investigation courses. These supplies and materials will aid the student in applying the techniques learned during the lecture portion of the courses. In most cases, the student will be allowed to keep these materials after the class is completed. Additional equipment will also be purchased in order to ensure the safety of the students taking the EVOC courses, including: helmets, five-point harnesses and adequate tires and wheels, which require replacement on a cyclical basis.

**PROBLEM IDENTIFICATION:**

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST

Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training such as passage of new laws, procedural changes, etc.

#### **GOALS AND OBJECTIVES:**

##### **GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state.

##### **RESULTS:**

The Missouri State Highway Patrol Training Division conducted eight different traffic-related training programs with the assistance of the funds provided under this grant. A total of 331 students attended the training sessions and POST continuing education hours were awarded in all of the courses presented.

The following courses were held during fiscal year 2009. The course and actual number of students attending each class is listed: Basic Crash Investigation - 79; Advanced Crash Investigation - 19; Crash Reconstruction Retraining - 9; Radar/Laser Instructor - 23; Emergency Vehicle Operation - 86; Emergency Vehicle Operation Instructor - 12; Radar/Laser Operator - 83; and Commercial Vehicle Crash Investigation - 20.

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#### **FUNDING:**

402 : \$156,557.50

#### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

SAC grant application

**PROJECT NUMBER:**

09-PT-02-167

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

NA

**AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Colonel James Keathley

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**PROJECT DESCRIPTION:**

This project is aimed at providing necessary research, data analysis, statistical programming, and technical resources to support the information services requirements of the HSD as well as other State, federal, and local traffic safety authorities. The SAC will work with the HSD in order to complete the following specific work tasks.

1. SAC will provide analytical and information services to the HSD in development of their annual Highway Safety Plan (HSP) and will publish the 2008 Traffic Safety Compendium which is specifically designed to identify the scope, magnitude, and severity of the traffic crash problem in Missouri. Special research studies will be conducted to identify specific types of traffic safety problems or evaluate policies and programs being considered for adoption in the HSD annual plan or by other traffic safety authorities. In addition, the SAC will publish the following annual standard publications for general dissemination to Missouri traffic safety authorities: 2008 Missouri Holiday Crashes Report; 2008 Missouri Emergency Service Vehicle Crashes Report; and 2008 Missouri Deer Crash Report.

2. The SAC will provide operational support for various information systems related to traffic safety including, but not limited to, the integrated STARS and Traffic Management System (TMS); Online STARS ad hoc statistical reports; Traffic Reports of Accidents for Countermeasure Establishment (TRACE), and Police Traffic Safety (PTS) Reporting Applications; Online crash mapping and other geographic data; and the Traffic Arrest / DWI Tracking System (TAS/DWITS). By utilizing extensive quality control analyses, SAC will assist in making corrections / enhancements to these systems and databases in order to improve the completeness and accuracy of the information contained in them.

3. SAC will provide staff assistance to the Statewide Traffic Records Coordinating Committee (STRCC) that is tasked with improving traffic records systems in Missouri. A SAC member also will attend STRCC meetings to assist with the revision the strategic planning document. To keep abreast of new technologies and studies related to traffic safety, SAC members will attend the National Traffic Records Forum and SAS Users Group regional and national conferences as their schedules allow.

**PROBLEM IDENTIFICATION:**

A significant responsibility of the Missouri Department of Transportation, Highway Safety Division (HSD) is to conduct statewide problem analyses that identify traffic program deficiencies and contributing factors to frequency and severity of Missouri's traffic crash experience. From this analysis the HSD creates partnerships with other traffic safety authorities and develops new, or improves existing, countermeasure programs to reduce crashes resulting from identified deficiencies and factors. In order to develop an effective data-driven statewide analysis, the HSD requires research services and statistical support from the Missouri Statistical Analysis Center (SAC).

Several factors must be considered to support traffic safety information and research services for HSD as well as other State, federal, and local traffic safety authorities. The lack of technical expertise of many traffic safety authorities precludes them from conducting in-depth research and data analysis. Analyses and research services should be designed to provide relevant interpretations and conclusions to traffic safety authorities by addressing their level of expertise. It also must be realized that traffic safety information and research is limited. Because required analytical data resides in databases maintained by various agencies, assistance to traffic safety authorities may be required to link traffic safety data across computer platforms and information systems.

The SAC is an integral part of the Missouri State Highway Patrol Information Systems Division. The SAC operates as an analytical and statistical resource center for the executive branches of government at both State and local levels. The SAC not only provides traffic safety information and research services but also is tasked with providing technical support to the Statewide Traffic Accident Reporting System (STARS) and providing similar types of services in the area of criminal justice and technical support to associated systems such as Uniform Crime Reporting (UCR) System, Missouri Incident Based Reporting System (MIBRS), and the Traffic Arrest / DWI Tracking System (TAS/DWITS). The fiscal and personnel resource demands on the SAC are extremely heavy. With adequate funding maintenance, the SAC can provide HSD with information and research support services to complete the tasks needed to assure Missouri's Highway Safety Plan is data driven and can be properly evaluated.

## **GOALS AND OBJECTIVES:**

### **RESULTS:**

The following summarizes significant achievements associated with the 2009 grant, "Division of Highway Safety Data Processing" (Contract No. 09-PT-02-167). The activities described in the following sections were undertaken between October 1, 2008 and September 30, 2009 by staff of the Missouri State Highway Patrol (MSHP), Information Systems Division (ISD) Statistical Analysis Center (SAC).

#### **1. Highway Safety Plan**

- Nine rank order listings were deployed online and made available to law enforcement agencies for their grant application process. The nine listings are: Total Missouri Traffic Crashes, Drinking Involved Traffic Crashes, Speed Involved Traffic Crashes, Young Driver Involved Crashes, Young Drinking Driver Involved Traffic Crashes, Young Speeding Driver Involved Traffic Crashes, Older Driver Involved Crashes, Older Driver Drinking Involved Crashes, and Older Driver Speeding Driver Involved Crashes. In each of these, fatal and disabling injury crashes are listed by sorted by frequency and county, unincorporated county, and city.
- Hard copies of the nine online rank order listings with an additional four listings were provided

DHS to assist their grant application processing.

- The publication 2008 Traffic Safety Compendium was produced and posted to the SAC website.
- The publication 2008 Missouri Emergency Service Vehicle Crashes Report was produced and will be posted to the SAC website soon.
- The publication 2008 Missouri Holiday Crashes Report was not produced due to change in SAC staffing and available time of current personnel.
- The publication 2008 Missouri Deer Involvement Crash Report was produced and will be posted to the SAC website soon.
- Assistance was provided to the MSHP Traffic Records Division with the production of their Traffic Crash Facts Booklet. SAC completed all statistical analyses for this report and posted to the SAC website.

## 2. Highway Safety Program Implementation and Evaluation

- Police Traffic Service (PTS) analyses were completed for nine (9) police departments and sheriff's offices to support DHS grant applications. Also provided to each grant applicant were Traffic Reports of Accidents for Countermeasure Establishment (TRACE). It should be noted that with the deployment of online PTS Grant Reports (see below), the number of requests for these to SAC have significantly decreased as users can run these reports without SAC intervention. In addition, an online TRACE application was developed and deployed to the MSHP Traffic Records Division. Since its deployment the number of TRACE requests to SAC has also significantly decreased as that division run these also without SAC intervention.
- The MSHP STARS Online Analysis website was implemented to provide law enforcement agencies the ability to conduct statistical and crash analyses without direct involvement of the Missouri SAC. This website consists of five components:

Accident Characteristics Summary: A set of thirty-one statistical reports describing various driver and crash characteristics including crash type by severity, time of day, day of week, and highway character, condition, and classification, persons killed by age group and crash type. To date, 17 reports of the set have been written and deployed.

Accident Involvement Reports: A set of six crash involvement analyses (Drinking Involvement, commercial vehicle involvement, construction/work zone involvement, younger driver involvement, older driver involvement, cell phone) that can be analyzed by city of occurrence, county of occurrence, investigating agency, and report year.

Police Traffic Safety Grant Reports: A set of three crash analyses (Total Crash, Drinking Involved, Speed Involved) that can be analyzed by city of occurrence, county of occurrence, investigating agency, and report year. These reports provide statistics that support law enforcement agencies DHS grant applications.

Traffic Crash Online Mapping: A geographic information system that allows law enforcement agencies to map crashes by location of occurrence (troop, county, city), time / date of occurrence, crash severity, investigating agency, crash type, vehicle / driver circumstance, and driver gender and injury. A scaled down version of the mapping website was also deployed to the public. The ability to map motorcycle involved crashes was added to this application, and work is currently in progress to add commercial motor vehicle involvement, young driver involvement, older driver involvement, safety device usage, and enhance map printing capabilities.

Static MSHP Crash Reports: Nine rank order listings of fatal and disabling injury crashes by crash frequency and location of occurrence (county, unincorporated county, city). These reports are described in more detail under (1) Highway Safety Plan.

## 3. State and Local Information and Research Service Support - Compared to past years, the

volume of services provided by the Missouri SAC appears to have decreased. However, it should be noted that SAC development and deployment of the STARS Online Analysis website has given traffic safety authorities the ability to run crash analyses without the direct involvement of the SAC in a more efficient and timely manner.

- Seventy-seven (77) TRACE reports were requested and completed.
- Forty-five (45) crash statistical analyses were requested and completed.

4. Highway Engineering Accident Location Analysis Support - Operational support is provided to analyze traffic crashes at specific locations within cities or counties. Efforts in this area included:

- Limited work was completed in this area as only four (4) TRACE reports were requested and completed.

5. STARS / TMS and Other System / Interface Maintenance -

Application Development: As previously mentioned, the Missouri SAC developed and deployed the STARS Online Analysis Website during this evaluation period. This website is a secure, browser-based application with five components: Accident Characteristics, Accident Involvement, PTS Grant Reports, Traffic Crash Mapping, and MSHP Static Crash Reports. These five components are described in detail under Section 2 of this report. Currently 206 law enforcement agencies are registered to use the site. More agencies may actually access the site as persons registered for TAS / DWITS or who are MSHP employees receive access without registering.

SAC staff assisted with development of a process to automatically populate GPS coordinates on MSHP crash reports. This process allows officers investigating crashes at the scene to enter location coordinates directly from their GPS devices installed in their cars to electronic crash reports. This process improves the quality of crash data, as officers keying crash location coordinates into their reports do not incur errors.

SAC staff attended Traffic Records Committee meetings tasked with the redesign of the Missouri Uniform Crash Report. SAC staff also participated in MSHP meetings to review and update data edits and formats required for the redesigned form.

System Maintenance: SAC staff assisted with the upgrade of STARS / TMS (TR10) application to a new version of CoolGen. During this evaluation period, all updates were completed, tested, and deployed.

Quality control analyses were conducted to improve the quality of data captured in the STARS data repository. A series of statistical tables run monthly and provided to the MSHP Traffic Division that identified crash reports submitted during 2008 and 2009 that contained data errors.

SAC staff assisted with maintenance of the TAS/DWITS application and served as project manager to coordinate contractual services requested by the MSHP Traffic Records Division.

Equipment Purchases: The following items were purchased with funds provided by this grant:

- A set of books pertaining to Spring Websphere development tools.
- One wireless mouse
- A HP Design Jet T610 graphics plotter and associated supplies including paper, ink cartridges,

and software. This plotter provides SAC the ability to produce high quality and oversized maps that display Missouri's crash experience. Utilizing this equipment with SAC's GIS capabilities, we can create maps with crash data for training seminars, conferences, or other meetings.

#### Conferences, Committees, Training

- Registration was paid for one SAC staff to attend the 2008 Justice Research and Statistics Association conference in Portland, Oregon
  - Registration was paid for two SAC staff to attend the 2009 Missouri Geographic Information System Conference in Kansas City, Missouri.
  - One SAC member participated in DHS grant application meetings in Jefferson City, Springfield and Lee's Summit, Missouri
  - One SAC member participated in a DHS sponsored assessment of occupant safety data initiatives in Missouri.
  - One SAC member attended the 2009 International Forum on Traffic Records and Highway Safety in Phoenix, Arizona.
- 

#### **FUNDING:**

402 : \$10,000.00

#### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

FY2009 Skill Development

**PROJECT NUMBER:**

09-PT-02-169

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Colonel James Keathley

**PROJECT DESCRIPTION:**

The Missouri State Highway Patrol will send officers to skill enhancement training courses, seminars, conferences, etc.

The skill enhancement training will include:

Combined Accident Reduction Effort (C.A.R.E.) Annual Conference

Law Enforcement Traffic Safety Advisory Council (LETSAC) Annual Conference.

Operation Lifesaver Annual Conference

International Association of Chiefs of Police (IACP), Highway Safety Program Annual Conference and  
Highway Safety Committee Meeting

Major Crash Investigative Unit (MCIU), Midwest Association of Technical Accident Investigators (MATAI) Annual Conference, and other advanced training associated with reconstruction of crashes (i.e., biomechanics of crashes, scene mapping, heavy vehicle crash reconstruction and applied physics for collision reconstruction).

USEOW, Uniform Safety Education Officers Workshop

The Missouri State Highway Patrol will provide the Highway Safety Division a list of officers attending courses, seminars, conferences, etc. A report detailing the benefits derived from attending, recommended changes in Patrol Operations/Procedures and whether or not other employees should attend similar training will be written by at least one officer attending any training funded through this contract. One copy of this written report will be provided to the Director of the Highway Safety Division.

**PROBLEM IDENTIFICATION:**

Today's society has increased its expectations and places greater demands on police professionals. Service, community involvement, efficiency, team building, and partnerships are being stressed



more than ever. Increasingly, traffic law enforcement officers need to be proactive in leading people and organizations to meet these rapidly changing needs. Skill development and training is a necessary and an ongoing process within a law enforcement agency to keep up with trends for developing effective law enforcement. It is paramount in providing practical educational and informational tools for officers to use in enhancing leadership and management skills. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

## **GOALS AND OBJECTIVES:**

### **GOALS:**

1. To provide quality police training to officers in areas directly affecting safety upon the state's highways; and
2. Make training related to highway safety issues, available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

### **RESULTS:**

The Missouri State Highway Patrol sent members of their staff to the following skill enhancement training courses, seminars, or conferences under this grant:

- International Association of Chiefs of Police Conference
  - International Symposium on Distracted Driving
  - C.A.R.E. Conference
  - Lifesavers Conference
  - Law Enforcement Traffic Safety Advisory Council Conference
  - Uniformed Safety Education Officers Workshop
  - IACP Highway Safety Committee Midyear Meeting
  - Midwest Association of Technical Accident Investigators
  - Traffic Crash Reconstruction Conference
  - Applied Physics for Traffic Crash Investigators
  - Bendix Brake School
- 

### **FUNDING:**

402 : \$33,500.00

### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Safe Communities Program

**PROJECT NUMBER:**

09-SA-09-03

**PROGRAM AREA:**

Safe Communities

**JURISDICTION SIZE:**

151,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

Anyone living in & traveling through Springfield

**AGENCY NAME:**

Traffic Safety Alliance

**AGENCY CONTACT:**

Ms. Lori Minor

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**PROJECT DESCRIPTION:**

The Springfield site will provide training to approximately 450 students for the 2008 season. The partnership with Ozarks Technical Community College has allowed for a second range to be opened and the number of trained students to double. This program is critical in this community, especially with the increased number of motorcycle riders and military personnel; in order to meet the training needs for the general public and the military bases. Countless stories have been told about how this class has saved lives.

Traffic safety, being a multifaceted community-wide problem, requires comprehensive programmatic solutions. The involvement and commitment of agencies with a vested interest in traffic safety is key to developing countermeasures that effectively address Springfield's traffic problems.

In order for the Springfield Safe Communities Program to work at maximum efficiency, all local efforts must be fully coordinated and active communication must be maintained between the community and the Missouri Department of Transportation, Highway Safety Division. The Safe Communities Program requires a full-time individual to coordinate program activities and be responsible for the daily operation of the program.

Within the past few years, the routine office duties (answering phone calls, handling paperwork for the TSA and the Springfield PD grants, plus scheduling child safety seat checks, community events and motorcycle safety education classes) have placed too great a demand on the coordinator's time. These clerical duties distract from the coordinator's availability to conduct traffic safety program activities. During graduation and prom season (April and May), the Director often works 50-60 hours per week. As soon as the weather becomes conducive for motorcycle riding, the calls for interest in motorcycle safety classes start and may be as many as 60 calls a day. The TSA office strongly benefits from additional clerical support to assist the Director with these routine office duties.

**PROBLEM IDENTIFICATION:**

The City of Springfield lies in the southwestern part of the State of Missouri, about 50 miles north of the Arkansas border and just 45 miles north of the major tourist and entertainment destination of Branson. The city is home to six large colleges & universities: Missouri State University;

Ozarks Technical Community College; Baptist Bible College; Central Bible College; Drury University; and Evangel University. Springfield is served by Interstate 44 that leads to St. Louis to the east and Joplin to the west. Other major highways served by the city include U.S. Route 60, 65, 160 and State Highway 13. Springfield is the county seat of Greene County and serves as the foremost center for shopping, employment, entertainment, and health care for many people who live in Greene and neighboring counties.

The City of Springfield consistently ranks in the top ten percentile of fatal and personal injury crashes. A statewide analysis compiled for 2005-2007 indicated that Springfield ranked 3rd out of all Missouri cities for fatal crashes and 4th for major disabling injury crashes. Springfield ranked 3rd in crashes involving impaired driving under the age of 21, 3rd in alcohol-related crashes over the age of 21, and 3rd for speed involved crashes. In 2007, Springfield had a total of 7,842 crashes resulting in 9 fatalities and 2,022 personal injuries. Of those crashes, 284 involved alcohol.

Based on census data, older adults (age 65 and above) are the fastest growing segment of the population. Greene County experienced a 6 percent increase in the 65+ age group from 2000-2005 while neighboring counties increased 26 percent. This increase has corresponded with an increase in older driver involvement in fatal crashes. In Greene County, fatal crashes involving older drivers as a percentage of all fatal crashes is higher than the state average (19.7 percent compared to 15.7 percent, respectively). The challenge exists to assist the aging population and their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection but for the safety of other drivers and pedestrians as well.

Another area of concern is for the motorcyclists in the Springfield metropolitan area that includes Greene, Christian and Webster counties. In 2007, 91 motorcyclists were killed and another 715 were seriously injured in the State of Missouri. Springfield serves as one of only two active motorcycle safety education site sponsors for the entire southwest Missouri area.

### **GOALS AND OBJECTIVES:**

**GOAL:** To develop, initiate and maintain various approaches that heighten awareness of traffic safety problems in order to modify driver and pedestrian behavior in the City of Springfield and the surrounding counties, ultimately reducing deaths and injuries resulting from traffic crashes.

### **STRATEGIES:**

- 1) Traffic crash assessment -- Evaluate the type, severity and frequency of traffic crashes in the Springfield area using state and local traffic crash data.
- 2) Partnership development -- Recruit local partners with a vested interest in reducing traffic crashes and encourage them to participate in the Safe Communities Program. These partners will include at a minimum: local and state government agencies, MCRS Springfield Regional Coalition, law enforcement agencies, educational institutions, the health care community, businesses, service organizations, the faith-based community and concerned safety advocates. The professionals representing these organizations will contribute their expertise in order to create a more effective intervention for the entire community.
- 3) Resource support -- In addition to Highway Safety grant funds, the community will invest its own resources by fostering ownership and building a foundation to support extensive on-going injury prevention programs.
- 4) Localized coordinated effort -- The Director of the TSA (Springfield Safe Communities

Program) will:

- a) Be responsible for the daily operation of the Springfield Safe Communities Program. The Director's direct supervisor shall be the Traffic Section Commander of the Springfield Police Department. A part-time clerical staff person will handle routine office duties such as phone calls and scheduling.
  - b) Maintain communication with: Appropriate leadership in the Springfield area; Individuals from the outreach groups participating in project activities; Other interested individuals, organizations or agencies who have reason to know of the program's progress; Missouri Department of Transportation, Highway Safety Division; Project Directors for other traffic safety program activities and grant-funded projects (e.g. Springfield Police Department, Safety Council of the Ozarks).
  - c) Ensure adequate levels of support (materials, acquisitions, staff assistance, etc.) for the individual programs and functions being conducted through the separate but related projects.
  - d) Ensure the timelines of project tasks/activities as well as the evaluation components are met.
  - e) Maintain accurate records and reports as directed by the City of Springfield and MoDOT, HSD.
  - f) Travel, as required, for training, education, technology transfer, discussions with outreach groups and coordination with MoDOT, HSD.
  - g) Participate in the MCRS Springfield Regional Coalition and keep the Coalition apprised of activities and programs conducted by the Safe Communities Program.
  - h) Participate in the local Springfield Safe Kids Coalition chapter, and serve as senior carseat technician for events.
  - i) Assist the Springfield Police Department with traffic safety prevention education programs.
  - j) Participate in the Older Driver Campaign with MoDOT (Drivewell and CarFit Programs).
  - k) Provide materials and videos whenever needed to area public or private schools and/or businesses.
- 5) Conduct the following traffic safety programs:
- a) A minimum of 10 drinking and driving educational programs
  - b) A minimum of 10 occupant protection educational programs
  - c) A minimum of 5 bicycle safety educational programs
  - d) A community-wide bicycle rodeo with various partners for Christian County
  - e) Several small bicycle safety events for Greene County
  - f) A minimum of 6 community-wide carseat check-up events with various partners
  - g) A minimum of one 32-hour child passenger safety technician training

## **RESULTS:**

The Traffic Safety Alliance conducted 56 safety-belt and drinking and driving-related programs reaching 22,084 people; 23 bicycle and pedestrian safety-related programs to parents and children reaching 2,671 people and five bike rodeos were held in Green and Christian Counties. TSA also provided assistance with efforts of the "Battle of the Belt" high school competition by guest speakers for assemblies. Three hundred fifty-three child passenger safety seat were checked during thirteen child safety seat checks. Fifty-seven (57) seats were given to families in need. One thousand five hundred ninety-nine (1,599) parents and children were reached through car seat events and CPS classes.

One Child Passenger Safety Technician class was conducted training 12 students. TSA in partnership with Ozarks Technical Community College, MoDOT Region 8 and the MO State Highway Patrol, Troop D trained 301 students on motorcycle safety. There were 278 students that completed either the Experienced or Beginners Riders Courses, with 13 incompletes and 10 people failing. Additional motorcycle safety information was provided to 217 other community members.

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**FUNDING:**

402 : \$52,335.60

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Cape Girardeau Safe Communities Program

**PROJECT NUMBER:**

09-SA-09-01

**PROGRAM AREA:**

Safe Communities

**JURISDICTION SIZE:**

35,596

**TYPE OF JURISDICTION:**

Rural

**TARGETED POPULATION:**

All people using roadways in Cape

**AGENCY NAME:**

Cape Girardeau Safe Communities

**AGENCY CONTACT:**

Ms. Sharee Galnore

**PROJECT DESCRIPTION:**

The Cape Girardeau Safe Communities (CGSC) program provides traffic safety prevention strategies to the citizens of Cape Girardeau in order to reduce death and injury from motor vehicle crashes.

The CGSC advisory committee is comprised of representatives from approximately 25 local businesses and organizations from both the public and private sector. These include law enforcement agencies, the medical community, schools, businesses, and local coalitions. Two full-time coordinators and one part-time clerical assistant administer the program. Sub-committees address identified programmatic concerns.

**PROBLEM IDENTIFICATION:****Traffic Crashes**

Motor vehicle crashes are the leading cause of death for Missourians ages 1 through 24. These deaths are both predictable and preventable and should not be accepted by our society. Cape Girardeau ranks among the top cities in Missouri for motor vehicle crash incidents. In 2007, the City of Cape Girardeau had a total of 1,795 traffic crashes. Of those, 2 were fatal crashes and 332 were personal injury crashes. The most serious crashes are broken down as follows: Alcohol-Related = 53; Drug-Related = 9; Speeding = 14.

Law enforcement efforts alone cannot bear the responsibility of reducing traffic crashes. In order to effectively reduce traffic crash injuries and deaths, ongoing educational and public awareness efforts must be maintained to complement the enforcement activities.

**Occupant Protection**

Drivers and passengers who fail to use safety belts and/or child safety seats are a significant concern. Proper use of occupant restraint systems has the ability to mitigate the seriousness of injury in a crash. A seat belt survey of this area in September 2007 found the usage rate to be 74 percent, which was lower than the statewide average of 77.2 percent.

Each year more children are born and older children graduate to booster seats. It is critical these children are riding in properly installed seats that are fitted to their age and size. Many of their parents purchase seats, but then need assistance with installation. Annually, the Safe

Communities program services at least 150 parents or caregivers who are seeking such help. There is also an underserved segment of these parents or caregivers that cannot afford child safety seats without assistance.

#### Red Light Running/Stop Sign Violations

Drivers who fail to obey traffic signals and stop signs pose a dangerous threat to motorists traveling through intersections in the City. Education and enforcement of these traffic laws will potentially reduce this risk. In 2007, there were 107 citations issued for red light running and failure to stop at a stop sign.

#### Young Drivers

As teenagers come of age, they acquire their driving permit and eventually full licensure. These teens must receive adequate information on the rules of the road, Missouri's traffic and licensing laws, and the consequences of driving in an unsafe manner. The most serious traffic safety concerns affecting teens are inattention, underage drinking, and lack of safety belt use. With young drivers, there must be an ongoing educational effort that is coupled with enforcement.

#### Young Children

Children co-mingle with traffic as they ride bicycles, walk, or ride school buses. Elementary school children are of particular concern because they often lack the cognitive skills to successfully interact with traffic. Children in this age range can be inattentive to their surroundings, leading them to engage in high-risk behavior, such as dashing out in front of traffic without looking. They must be taught proper traffic safety practices because they are so vulnerable. For children under nine, however, classroom-only training tends to go in one ear and out the other. They often require more experiential learning activities.

#### Safe Routes to School (SRTS)

Parents' concern for their children's well-being includes their perceptions of the safety of walking to school. Parents will not encourage or even allow their children to walk if they perceive it being too dangerous. Neighborhood sidewalks are limited and often have gaps or obstacles that make it necessary to walk in the traffic lanes. Some progress has been made by the City to provide new sidewalks, but more needs to be done. In addition, there is a decline in children walking to school, leading to more inactivity which contributes to childhood obesity--a serious health concern according to the Centers for Disease Control and Prevention. From 1976 to 2004, the prevalence of overweight and obesity tripled from 6.5 percent to 18.8 percent. Another huge contrast is that in 1969, 42 percent of children walked or bicycled to school, while now fewer than 16 percent do.

#### Older Drivers

Older drivers are defined as those aged 65 and over. The US Census Bureau has indicated that this age group is the fastest growing segment of the population, and estimates that by the year 2020, the number of older drivers will have doubled. Cape Girardeau County experienced a 5.8 percent increase in the 65+ age group from 2000-2005 compared to the overall statewide increase of 3.8 percent.

As people age, certain health issues and physical changes occur that affect their driving ability. Hence, the growth in this population group has also corresponded with an increase in older driver involvement in fatal crashes. The challenge exists to assist the aging population in their desire to be mobile and maintain their independence while still being safe drivers, not only for their own protection, but for the safety of other drivers and pedestrians as well. It is imperative to plan for

this growth and educate these drivers now.

#### Community-wide Efforts

Many accomplishments have been made through the programs that are coordinated by the Cape Girardeau Safe Communities Program (CGSCP). Over the years, the CGSCP has served as the forerunner in initiating programs such as ThinkFirst, Young Traffic Offender Program, Safe Kids Coalition, and Mothers Against Drunk Driving. These programs are now self-sustaining, which is a testament to the overall success of the program.

This community has seen much growth and the need to constantly serve the population continues to exist and to increase. Recently the city annexed 786 square miles to accommodate a new I-55 interchange in the northern section of the county; the City of Cape Girardeau is responsible for handling all additional traffic for that area.

The most effective method of reaching the general population is through a continuous bombardment of traffic safety messages and programs available at the local level. It is imperative that resources be coordinated in order to provide the much-needed educational and public awareness activities.

Routine office duties performed by the CGSC program require a large chunk of daily time. These include: answering phone calls; handling paperwork for the CGSC, the Cape Girardeau Police Department grants, the Team Spirit Project and the Child Passenger Safety Program; scheduling child safety seat checks, Vince and Larry Dummies, Buckle Bear, Older Driver program events; and working with Safe Routes to School Project. During three-fourths of the year, work with three Team Spirit Conferences and Team Spirit Reunion make it necessary to put in many additional hours just to keep things on schedule. CarFit Events are scheduled May through October, which is also an extremely busy time with the Team Spirit and Child Passenger Safety programs. The clerical duties once performed by the coordinators have been tremendously reduced by the hiring of a clerical assistant during the 2008 grant cycle. Without continued funding for this position, the program activities performed by the coordinators would be compromised as they would once again be required to handle all the clerical duties.

### **GOALS AND OBJECTIVES:**

#### **OCCUPANT PROTECTION**

Goal #1: Increase the local seat belt usage rate from 74 percent to 76 percent by September 2009.

Strategies:

- a) Conduct two local safety belt observational surveys to assess the usage rate (at the beginning and end of the contract period at the same location);
- b) Provide support to local programs to increase overall safety belt usage (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Promote and enhance the African-American Churches Call to Safety program in the west quadrant of the city to increase usage among the minority population; and
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc).

Goal #2: Increase and maintain seat belt use by high school students within the City and surrounding area.

Strategies:

- a) Support/assist with the statewide Battle of the Belt project at high schools in the MCRS Region



10;

- b) Participate in other statewide efforts to increase teen belt use (e.g., Restrain Yourself); and
- c) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams.

Goal #3: Assure that as many children as possible are properly restrained and child safety seats/booster seats are correctly installed.

Strategies:

- a) Conduct two Child Passenger Safety Technician Training classes;
- b) Provide support to local programs that educate children and their parents/caregivers (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide child safety seats to the underserved population;
- d) Provide education and information on the importance of using child safety seats and the proper installation of such seats;
- e) Maintain local fitting stations within the community and surrounding area (physical locations are at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- f) Coordinate efforts throughout MoDOT District 10 to maintain the 22 Child Passenger Safety fitting stations established over the past three years;
- g) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc);
- h) Serve as the MCRS Region 10 child safety seat program liaison to the MoDOT Highway Safety Division; and
- i) Serve on the National Child Passenger Safety Board.

#### REDLIGHT RUNNING/STOP SIGN VIOLATIONS

Goal #1 Educate the community on the serious consequences of red light running and stop sign violations.

Strategies:

- a) Obtain media coverage for the program;
- b) Support news coverage of the program with targeted enforcement by local law enforcement agencies; and
- c) Foster red light running education efforts in conjunction with local law enforcement and medical community representatives, in businesses, schools and community organizations.

#### YOUNG DRIVERS

Goal #1: Increase and maintain seat belt use by high school students within the City and surrounding area.

Goal #2: Provide education and awareness programs and materials on underage drinking and driving, speeding, and other risky driving behaviors to the high school students in the surrounding area.

Strategies:

- a) Encourage local high schools to participate in Team Spirit Leadership Training and Reunion; support and maintain existing local teams;
- b) Provide support to local programs that promote positive traffic safety behaviors (ThinkFirst, ENCARE, etc);
- c) Coordinate and/or provide support for middle school and high school educational programs (e.g., DWI Docudramas, Every 15 Minutes, Fatal Vision Goggles, MADD Take Two Multi-Media Assembly);

- d) Provide resources and support for the Prevention And Community Education (PACE) Car and take the program into the schools as requested;
- e) Coordinate statewide Team Spirit Conferences and Reunion; and
- f) Endorse and promote the Young Traffic Offenders Program (YTOP) aimed at reducing crashes caused by young drivers.

#### YOUNG CHILDREN

Goal #1: Reach young children to formulate good traffic safety habits through a majority of the ten local elementary schools and local safety events.

Strategies:

- a) Serve on the statewide Safe Routes to School advisory board and submit local grant application for City of Cape Girardeau/Cape Girardeau School District;
- b) Provide support to local programs that educate children and their parents/caregivers on traffic safety issues relating to young children such as bicycle safety, pedestrian safety, occupant protection, and school bus safety (ThinkFirst, ENCARE, Safe Kids, Optimists Clubs, etc);
- c) Provide education and information on the importance of using booster seats and maintain local fitting stations within the community and surrounding area (physical locations are at the Cape Girardeau Police Department, Southeast Missouri Hospital, and Jackson Fire Department);
- d) Provide pre-school and elementary school educational programs (Buckle Bear, Vince & Larry, etc);
- e) Participate in, and provide support to, the Safe Kids Coalition summer Boot Camp for Safety that focuses on occupant protection, pedestrian safety, railroad safety, and bicycle safety;
- f) Provide bicycle safety programs, bike helmets and educational materials for the Family Resource Center's summer program in order to reach the low income, high risk families;
- g) Provide support to the Jackson Optimists' Safety City Program to reach young children who are bicycling and walking in the community;
- h) Provide bicycle helmets to families and local churches in need; and
- i) Support and assist with the two Safe Routes to School "Walking School Bus" projects.

#### OLDER DRIVERS

Goal #1: Inform the older driver population of problems associated with aging and driving, and educate these drivers on how they can continue to drive safely despite such problems.

Strategies:

- a) Provide coordination for the Cape Girardeau older driver coalition comprised of Area Agency on Aging, AARP, SALT, medical community, and local citizens;
- b) Conduct DriveWell presentations for the older driver population;
- c) Provide CarFit events for the older drivers in the community;
- d) Engage local medical community to participate in AMA training and serve on the local coalition;
- e) Engage the law enforcement community to participate in training that helps them identify problems specific to older drivers and how they should handle such problems during traffic stops or when contacted by family members; and
- f) Provide educational materials and resource contacts.

#### COMMUNITY-WIDE EFFORTS

Goal #1: Enhance Cape Girardeau Safe Communities program development.

Strategies:

- a) Coordinate the daily operations of the Cape Girardeau Safe Communities program, submit vouchers and required reports on a timely basis, promote the program at the local level, and serve

as liaison to the MoDOT Highway Safety Division;

- b) Participate in local, state and national training opportunities to maintain and enhance traffic safety expertise;
- c) Seek additional resources from the local, state and national level to support traffic safety efforts in the community (e.g., to support compliance checks, to purchase child safety seats);
- d) Provide technical expertise and resources on traffic safety issues to Cape Girardeau and the surrounding Region 10 area (school events, fairs, parades, workshops, etc);
- e) Participate and take a leadership role in Region 10 coalition activities;
- f) Participate in the statewide Missouri Coalition for Roadway Safety;
- g) Partner in community coalitions that benefit the overall traffic safety efforts in Cape Girardeau (River Corridor Task Force, Cape Area Family Resource Center, SafeKids Coalition, faith community);
- h) Assist local law enforcement agencies in preparing their grant applications and keep them apprised of training and funding opportunities; and
- i) Provide traffic fine envelopes to the Municipal Court to expedite the processing of traffic cases;

Goal #2: Increase safety belt usage rate from 74 percent to 76 percent by September 2009.

Strategies:

- a) Develop and promote programs (as identified in the Occupant Protection section) to reach young children, teens, adults and the older population on the importance of buckling up; and
- b) Assist with the development and promotion of public information and media campaigns through the Southeast Region MCRS Coalition.

Goal #3: Decrease alcohol-related crashes by 2 percent by September 2009.

Strategies:

- a) Provide quarterly alcohol server training programs for local liquor license establishments;
- b) Coordinate local MADD Chapter;
- c) Input DWI law enforcement data from UCR reports for submission to Highway Safety Division; and
- d) Partner in community coalitions that benefit the overall traffic safety efforts in Cape Girardeau (Caring Communities Underage Drinking Task Force, United Way, Cape Girardeau County MADD Chapter, Southeast Missouri State University Campus and Community Coalition on Underage Drinking).

## **RESULTS:**

Active involvement in the following Community Partnerships:

- United Way Youth Substance Abuse Prevention Committee
- Southeast Regional Support Center Advisory Board
- Southeast Missouri State University Campus Coalition for Change
- Safe Routes to School State Advisory Board Member
- Older Driver Program Coordinator for the City of Cape Girardeau
- Cape Girardeau Family Resource Center Executive Board
- Missouri Child Passenger Safety State Advisory Board
- National Child Passenger Safety Board
- Cape Girardeau Area Safe Kids Coalition
- Missouri Coalition for Roadway Safety (local and statewide)

Educational Programs (occupant protection, bicycle safety, pedestrian safety, and general traffic safety):

- Think First Program; 9 school assemblies held reaching 1,279 students; three health fairs

reaching 550

- Buckle Bear, Vince & Larry and Fatal Vision Goggle Presentations were given to 1,850 participants.
- Bicycle Helmets - 230 helmets were given away through Safe Communities programs and presentations.
- Child Passenger Safety --
  - o Two CPS Courses were scheduled but were canceled due to lack of participation
  - o Primary focus was development of fitting stations throughout Southeast Missouri
  - o Assisted and maintained technician certification
  - o Disseminated educational materials
  - o Distributed child safety seats to the 25 fitting stations throughout MoDOT District 10 (78 convertible and high back booster seats and 15 backless boosters were provided to parents and caregivers, 26 additional seats were checked for proper installation; additional seats were purchased for training)
- Occupant Protection - Two observational surveys were conducted with the following usage rate results: September 2007 = 74%; October 2008 = 78%
- ENCARE Program: 3 Bicycle Safety presentations reaching 81 students; 5 MADD presentations reaching 100 participants; 2 "Choices Program" presentations reaching 250 students
- Safe Kids Coalition provides child safety seats to new parents in need of assistance and assisted with CPS installation for the public through their fitting station at Southeast Missouri Hospital. The hospital has one certified CPS Instructor on staff which contributed to all OB Technicians at Southeast Hospital having completed their CPS Technician Certifications.
- Safe Kids Distributed/Checked 193 child safety seats over a 7-county area; inspections were conducted on 148 seats.
- 2 Bicycle Safety presentations reached 134 children
- 254 bicycle helmets were distributed
- 942 children were reached with School Bus Safety education
- 1,702 people were reached through Seat Belt/Booster Safety education
- 7 Child Safety Seat Check Up Events were conducted
- Additional Safety Fairs - 9
- 13 Traffic Offenders Programs were held at Saint Francis Medical Center reaching approximately 244 offenders
- Safety City - The Jackson Noon Optimists conducted 2 Saturday safety trainings at the Safety City located in the Jackson City Park. Each training included bicycle and pedestrian safety instruction by a police officer and optimist volunteers. Participants received a bicycle helmet and additional safety materials. Approximately 70 children were served through this project. Additional bicycle helmets were distributed at an informational booth at the Southeast Missouri District Fair in Cape Girardeau.
- Safe Communities Coordinators participate as active members of the Southeast Missouri Blueprint for Roadway Safety Coalition, Activities include: local Plan development, Education Committee planning and implementation, CPS Certification & Check Up Events and Child Safety Seat Distribution, Battle of the Belt support. In addition, both Coordinators were recipients of the Missouri Coalition for Roadway Safety Statewide Leadership Award. The SE Coalition received an award for their efforts to reduce fatalities in MoDot District 10.
- Older Driver Program - The Safe Communities Program serves as the coordinating agency for the Cape Girardeau Older Driver Program (a pilot project in five Missouri communities); Three Drivewell Trainings reached 75 older drivers; Two CarFit events were scheduled (one was canceled due to lack of participation; the second provided CarFit checks for 10 older drivers). One additional Occupational Therapist was trained to assist with area CarFit events.

- Safe Routes to School - Serve on the SRTS State Advisory Board and assist in reviews and awards of all applications for local SRTS projects. Also assisting with the "Walking School Bus Program" for Alma Schrader Elementary School.
  - Alcohol - Three Sobriety Checkpoints were conducted
  - Five MADD Victim Impact Panels were conducted with 157 offenders attending
  - Participated in the Candlelight Vigil & Law Enforcement Recognition sponsored by MADD during 3D month
  - Participated in MADD Tie One On For Safety Red Ribbon Campaign from Thanksgiving through New Year's Day
  - Coordinated 3 Team Spirit Training Conferences - Kansas City (9 teams); Cape Girardeau (7 teams); Columbia (10 teams) resulting in 26 Action Plans addressing underage drinking, speeding, and increasing safety belt use among high school students. In addition, a Team Spirit Reunion was held in Jefferson City with over 150 students attending.
  - Participated with the Cape Girardeau PD & the Missouri Division of Alcohol and Tobacco Control in quarterly Alcohol Server Trainings for all licensed liquor establishments in the City; a total of 181 servers attend the four sessions.
  - HMTV Enforcement activities were conducted through the Cape Girardeau PD, Jackson PD. and Cape County SD primarily during the months of May through September.
  - DWI Overtime Patrols were conducted one or two nights per weekend.
- 

**FUNDING:**

402 : \$91,173.10

**HS CONTACT:**

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Jefferson City, MO 65102  
573-751-4161

# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Motorcycle Awareness Campaign

**PROJECT NUMBER:**

09-K6-12-01

**PROGRAM AREA:**

Motorcycle

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

The Highway Safety Division must bring awareness to the public that motorcycles are using Missouri roadways in great numbers and can be a difficult vehicle to recognize. The Highway Safety Division will conduct a "Share the Road" campaign with a media message that will bring attention to motorcycles and the issues they encounter with other types of vehicles

**PROBLEM IDENTIFICATION:**

Motorcycle crashes are a serious health, economic, and social issue. The annual percentage of motorcycle crashes has remained steady at around 1.4% of the total crashes in Missouri. Motorcyclists are at a greater risk for serious injuries or death due to their vulnerability. This becomes more obvious when looking at motorcycle fatalities. In 2008, the number of fatalities from motorcycle crashes accounted for more than 10% of Missouri's total fatalities.

**GOALS AND OBJECTIVES:**

Conduct a 'Share the Road' media campaign in the spring/summer of 2009. Use radio advertising as a means of educating the motoring public the importance of sharing roadways with motorcyclists. Use internet advertising as an additional avenue to reach the motoring public.

**RESULTS:**

A total of \$109,812.31 of Section 2010 funds were used for radio advertising in May, June, and July of 2009. Seventy-four radio stations aired 6,271 'Share the Road' messages during the three month media campaign. Also, \$3,600 was used for internet messaging with Mizzou Sports Properties. The internet advertising generated 300,000 impressions.

**FUNDING:**

2010 : \$120,000.00

**HS CONTACT:**

Chris Luebbert

2211 St. Mary's Blvd

P.O. Box 270

Jefferson City, MO 65102

573-751-4161

## ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.87% out of every 100 traffic crashes in Missouri were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash.

### BENCHMARKS

Established	Result
2% decrease in alcohol and other drug-related fatalities and disabling injuries in comparison to the previous 3-year total (2005-2007 = 4,924)	The current 3-year comparison for 2006-2008 for alcohol and other drug-related fatalities and disabling injuries is 4,713 (a reduction of 4.3% from the previous 3-year total of 4,924).
2% decrease in alcohol and other drug related fatalities and disabling injuries involving drivers under age 21 in comparison to the previous 3-year total (2005-2007 = 832)	The current 3-year comparison for the 2006-2008 for alcohol and other drug related fatalities and disabling injuries involving drivers under age 21 is 741 (a 10.9% decrease in the previous 3-year total of 832).

### Strategies – Public Information & Education

Identified	Implemented
Educate the public on the dangers of driving after drinking or using other drugs through public awareness campaigns such as <i>You Drink &amp; Drive. You Lose</i> , through quarterly impaired driving mobilizations, and through the distribution of educational materials at traffic safety workshops, health and safety fairs, displays, on the web site, and through public service announcements	The HSD contracted with TrueMedia, Inc, as well as Learfield Communications to promote the <i>Drink &amp; Drive. You Lose</i> campaign. Information was distributed to the law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted numerous media interviews.
Incorporate impaired driving educational programs into school systems and businesses	Numerous school presentations were made during FY2009, as well as the distribution of items at schools and events with the stop impaired driving message. In addition, "arrested" stickers were printed and attached to vehicles of arrested drunk offenders, signs produced advertising "24/7" checkpoints, and several joint checkpoints were held throughout the year in conjunction with the program.
Develop statewide designated driver programs which stress alternatives to drinking and driving (CHEERS designated driver program)	Approximately 30 new establishments have become involved in Project CHEERS. However, due to a variety of factors, many participating establishments across the state have gone out of business, and so our overall number of participants has remained relatively stable.
Educate large numbers of alcohol servers in intervention techniques utilizing the Server Training program conducted by the Division of Alcohol and Tobacco Control and through the SMART web-based server training program; continue to expand and promote the programs	The SMART program provided an interactive online training with videos, self-checks, and self assessment; an ability to easily access this training through the internet 24 hours per day; training free of charge to the server and for the bar/restaurant/liquor store owner and feedback on completion of the SMART program to the trainee, the bar/restaurant/liquor store owner and to Missouri Division of Alcohol and Tobacco Control. Division of Alcohol & Tobacco Control revised the Server Training Program to give the server a more comprehensive and interactive learning experience. Trainings for package servers and by-the-drink servers are held separately to focus on what's important for the particular server.
Provide support for the MCRS Impaired Driving subcommittee to address impaired driving crashes	The MCRS Impaired Driving subcommittee meets several times a year. Research efforts are provided in seeking legislative changes to better enable DWI prosecutions. HSD staff provides pertinent information and support such as media coverage, press conferences, and law enforcement efforts.



Implement, if possible, recommendations identified in the 2008 Statewide Impaired Driving Assessment	The assessment report (resulting from the 2008 Statewide Impaired Driving Assessment) is on file in the HSD office and is being used in the development of Missouri's Impaired Driving Strategic plan, which will be finalized and in print January 2010.
Working through the MCRS Impaired Driving Subcommittee, implement, as possible, strategies identified in the 2008 Impaired Driving Strategic Advance	The strategies identified in the 2008 Impaired Driving Strategic Advance will be the "blueprint" by which the MCRS Impaired Driving Subcommittee will base its plan of action.
Continue support for youth and young adult prevention and education programs including Team Spirit Leadership Conference; Team Spirit Reunion; Think First Programs (School Assembly Programs, Elementary School Curriculum, Young Traffic Offenders Program); university level Partners in Prevention and Partners in Environmental Change; local community educational programs	<p>Twenty-eight high school teams participated in the 2009 Team Spirit Leadership Program and completed Action Plans for their schools. These action plans will be implemented during the 2009/2010 school year. Team spirit participants attended ten workshops or presentations during the conference. A Team Spirit Reunion was held in Jefferson City in March 2009. Eleven previously trained Team Spirit Teams participated in the Reunion.</p> <p>Sixty-seven ThinkFirst For Teens School Assembly Program presentations were conducted in seventy-four (74) schools statewide. Thirty-six Corporate/Community Traffic Safety Programs presentations were conducted at 30 worksites statewide. One hundred fourteen ThinkFirst presentations were conducted in fifty-six (56) Kansas City-area schools via a sub-contractual agreement. Two Attentive Driving Always Matters (ADAM) program assemblies were delivered to Columbia-area high schools.</p>
Revise and reprint impaired driving educational materials as needed; expand partnerships to encourage use of these materials in their publications	Alcohol related education materials are continually revised and updated as needed.
Develop campaigns/materials to reach targeted high-risk groups	The Get Your Buckle On campaign began during the youth enforcement period. The Campaign included advertisements on the internet, newspapers and a notice sent to all high school principals. The campaign revolved around a PSA contest for a chance to win prizes and have the video professionally developed for Missouri airtime.
Develop materials to educate legislators about alcohol and other drug related driving issues	These materials are developed, as needed depending on the type of legislation pursued during the fiscal year. There has been a lot of media attention given to DWI issues in the state. The Governor held a DWI Summit in August of 2009 where a group of key leaders discussed issues related to impaired driving. The Governor has tasked the Department of Public Safety to draft legislation to be filed during the next session of the Missouri General Assembly. HSD staff has provided representation and information, as needed to both the media and government officials.
Participate in interagency committees to share ideas, avoid duplication of efforts, and maximize resources (MCRS and the MCRS Impaired Driving Subcommittee, Missouri Youth/Adult Alliance, Partners In Prevention, Partners in Environmental Change)	PIP is used as a forum to be in contact with a Drive Safe Drive Smart contact at different universities. PIP members actively participate in MCRS DWI Subcommittee meetings to maximize resources.
Support local efforts to reduce drinking and driving – especially underage drinking – by providing technical assistance to develop programs such as DWI docudramas or <i>Every 15 Minutes</i> , loaning them collateral materials to enhance their efforts (fatal vision goggles, videos, community program guides), and providing speakers	The Traffic Safety Alliance conducted 56 safety belt and drinking and driving-related programs reaching 22,084 people.

### Strategies—Enforcement

Identified	Implemented
Provide funding for alcohol saturation enforcement teams, sobriety checkpoints, quarterly impaired driving mobilizations, overtime salaries for Breath Alcohol Testing (BAT) van operations, and maintenance for BAT vans	Forty law enforcement agencies received grants for sobriety checkpoints during the grant year. In addition, five statewide DWI campaigns were conducted in FY09. These mobilizations included: Holiday Mobilization – 137 participating agencies, St. Patrick's Weekend—183 agencies, Cinco de Mayo Weekend--175 agencies, Fourth of July Weekend—166 agencies and, You Drink & Drive, You Lose Mobilization-195 agencies.
Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment (e.g., breath alcohol testing instruments; enforcement vehicles; digital in-car video cameras; and sobriety checkpoint supplies)	The Columbia Police Department received 13 radar units and the Joplin Police Department received 2 radar units during the grant year. Carthage Police Department was the winner of the drawing for the fully equipped DWI car for their participation in all five DWI campaigns beginning in August 2008 through July of 2009.
Provide training on detection and apprehension of impaired drivers (e.g., standardized field sobriety testing, sobriety checkpoint supervisor training, courtroom testimony, Drug Recognition Experts, and DWI crash investigation techniques)	Three Sobriety Checkpoint Supervisor courses were conducted with a total of 78 sobriety checkpoint supervisors being trained from over 35 agencies under this contract. 24 DWI-related training programs were presented to 378 law enforcement officers around the state, four of which were DWI/Crash Investigation programs, six "Writing/Courtroom Testimony DWI programs, and three were sobriety checkpoint training programs.
Provide motivational speakers for law enforcement personnel during training events such as the annual Law Enforcement Traffic Safety Advisory Council (LETSAC) conference	MADD MO conducted training at the Annual LETSAC conference in August on felony DWI charges and received numerous positive comments.
Provide supplies, support, and training for Drug Recognition Experts and the DRE Recertification Training to ensure continuity of the program	No certification or recertification classes were held this project year due to a revised manual forthcoming from NHTSA. Funds were provided for attendance at the national conference in Little Rock, AK. Project funds were also used to purchase supplies for upcoming DRE certification classes.
Support a State SFST Coordinator who will work in cooperation with the Impaired Driving Subcommittee of the MCRS in order to maintain standardization of the program	The SFST Coordinator is a regular member of the Impaired Driving Subcommittee of the MCRS and meets with that committee on a routine basis. The Coordinator is also a member of the SFST/DRE Oversight Board that meets four times a year.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, Party Patrol, 1-866-MUSTB21 tip line, PIRE law enforcement training, selective enforcement, compliance checks, and special events)	During the course of the grant year 97 Server Trainings were held across the state that trained 4,372 people. 397 Badges in Business programs resulted in 175 arrests, nearly double the arrests of FY2008. There were 572 Compliance Checks throughout the state of which 182 sold alcohol to the Compliance Inspectors. This represents a 6% drop in the amount of noncompliance checks as compared to FY2009, a good indication that the program is working.
Increase participation in statewide multijurisdiction mobilization enforcement efforts	The Boone County Sheriff's Office, the Columbia Police Department, and the Missouri University Police Department worked collectively on multijurisdictional checkpoints. The Southwest Missouri DWI Task Force encompassed 10 agencies working one time per month. St. Charles County, O'Fallon and St. Peter's developed a mutijurisdictional Task Force with the theme "Don't Dare Drive Impaired". Clay County and law enforcement agencies established a Task Force in the county.
Support selective enforcement efforts to address young drinking drivers by funding underage drinking enforcement projects statewide	The Missouri Safety Center contracted with local/county/state law enforcement to provide overtime enforcement at and around targeted high schools to increase compliance with seat belt primary enforcement under GSL laws of the state. Out of the 153 agencies contacted, 44 participated. Total number of officers involved was 207 working 729 hours.
Support one additional DWI traffic unit with local law	The HSD established a two-officer DWI unit in Joplin.

enforcement agency	There is a 7-officer unit in Franklin County; 3 of which are Highway Safety funded.
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#### Strategies—Prosecution/Adjudication

Identified	Implemented
Train judges, prosecutors and law enforcement personnel on local/national DWI issues utilizing the expertise of the Missouri Office of Prosecution Services, Department of Revenue, Office of State Courts Administrator, and the National Drug Court Institute	It is conservatively estimated that over 1,000 Missouri attorneys, judges, prosecutors and law enforcement officers were trained on various administrative license actions, with a focus this year on the Ignition Interlock Device provisions, and on emerging DWI and administrative alcohol and commercial drivers license (CDL) issues. In addition, training was provided on updated case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting.
Provide continued funding for the statewide Traffic Safety Resource Prosecutor (TSRP) whose job it is to provide training and technical support for prosecutors in Missouri	The major goal of the TSRP was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through participation in the MO Coalition for Roadway Safety activities. The TSRP attended meetings of the DRE Advisory Board, served as a member of the Impaired Driving Subcommittee, and attended board meeting of LETSAC.
Continue to provide funding for the MADD Court Monitoring project in selected counties and municipalities in order to increase conviction rates	The MADD Missouri State organization has court monitored the counties that fell under the 21.5% DWI/BAC conviction rate. These conviction rates involved the totals of the MO State Highway Patrol arrests. The counties are: St. Louis, Franklin, Jackson, Cass, Jefferson, Pike, Lincoln, Gasconade, St. Clair, Iron, Warren, and Wayne.
Provide National Drug Court Institute training to DWI court teams across the state	HSD continues to support teams attending DWI court training.
Provide equipment and training to enhance the DWI Tracking System (DWITS)	The Traffic Division of the MSHP disseminated 54 tutorial computer disks to requesting parties seeking information on the DWITS. Contracted consultants held DWITS training sessions at Jefferson City, Lee's Summit, Macon, Springfield, and Weldon Spring.
Provide motivational speakers for judicial personnel during training events such as their annual municipal judges and court clerks conference	HSD provided speakers for municipal and court clerks conference as well as the prosecuting attorney's conference during the fiscal year.
Provide an integrated system, a web link and/or specifications to local law enforcement agencies that will allow them to access the DWITS and enter DWI arrest information that can be tracked through prosecution and sentencing	A total of 262 law enforcement agencies, 63 prosecuting attorney offices, and 84 courts are registered users of the DWITS. There were 146 individuals from Missouri criminal justice agencies that registered for training.
Continue expansion of DWI Courts throughout the state beyond the current five locations in St. Charles, Lincoln, Jefferson, Buchanan and Greene Counties	During this grant period, four new stand-alone DWI courts have been implemented in the following counties: Butler, Franklin, Montgomery, and Warren. There have been 56 DWI court graduates in calendar year 2009 resulting in a program graduation rate of 75 percent.

#### Strategies--Technologies

Continue to provide DWITS enhancements: design specifications for program linkages; develop reports as needed by the users; conduct training for users of the system	The Traffic Division of the MSHP returned approximately 459 DWITS records to reporting agencies for review and/or correction. 753 letters were mailed to validate user access to the system.
Support the efforts of the Missouri Safety Center Breath Instrument Training Laboratory to calibrate and repair breath test instruments in order to improve their reliability, and reassign instruments as needed	The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Spare parts for the Intoxilyzer 5000 and Datamaster instruments are dwindling. Agreements have been made with the State of Kansas and Arkansas to transfer spare parts for the Datamaster stock as they transition over to another unit in

	their state. Thirty Guth Model 2100 simulators replaced old technology, mercury-based simulators or aging digital simulators which were experiencing operation problems.
Seek ways to expedite processing of DWI offenders	This is an ongoing effort. HSD works with the Impaired Driving Subcommittee to develop ways to expedite the processing of DWI offenders.
Improve the process of tracking DWI offenders who have been sanctioned to install ignition interlock devices	Missouri has required ignition interlock use for repeat offenders since 1995 through judicial sanctions. In July of 2009 Missouri law changed and ignition interlock use is now required as part of driver license reinstatement for all repeat offenders. HSD certifies ignition interlock devices that can be used in the state and provides the list of installers to the public. In addition, HSD works with DOR the courts to ensure reporting requirements and compliance.

### **DWI TRACKING SYSTEM**

The DWI Tracking System, a major component of Missouri's use of transfer funds, has resulted in the ability to track the full life cycle of a DWI event and identify missing reportable information. The system has provided information on both criminal and administrative sanctions imposed for DWI violations, as well as treatment program participation by offenders. Federal requirements for incentive grant funding specify that DWI incidents must be tracked from arrest through adjudication. For each DWI arrest, it should be possible to determine if charges were filed, amended or nolle prosequi. When charges are filed, the dispositions are readily available. Once the full life cycle of DWI events are recorded in the repository, inconsistencies in the process of enforcing DWI statutes can be examined. If the difference between the number of arrests and number of convictions is significant, potential causes can be studied and remedies implemented. The reporting capabilities of the new system include reporting on aggregated DWI data by specific categories such as geographic locations, demographic groups, and sanctions imposed. Additional reports are provided that identify non-reporting agencies and information missing within individual DWI incidents. This system provides Missouri with the most comprehensive information on DWI offender records ever available. The program became operational in February of 2005.

### **SOBRIETY CHECKPOINTS**

Sobriety Checkpoints have proven their worth as a deterrent, intervention, apprehension, and public awareness tool in the DWI arsenal. For this reason, a state must have a statewide sobriety checkpoint program in order to qualify for Section 410 Alcohol Incentive grant funds. Utilizing Section 410 and 154 alcohol incentive funds, the HSD was able to provide funding to support checkpoints through 39 local law enforcement agencies and the Missouri State Highway Patrol. While these agencies are listed below, it is important to note many agencies that provide the sole funding support for their checkpoints are not included within this list

1. Arnold Police Department
2. Belton Police Department
3. Blue Springs Police Department
4. Cape Girardeau Police Department
5. Carterville Police Department
6. Cass County Sheriff's Department
7. Cleveland Police Department
8. Cole County Sheriff's Department
9. Creve Coeur Police Department
10. Eureka Police Department
11. Franklin County Sheriff's Department
12. Harrisonville Police Department
13. Independence Police Department
14. Jackson County Sheriff's Department
15. Jasco-Metropolitan Police Department
16. Jefferson County Sheriff's Department
17. Jennings Police Department
18. Kansas City Police Department
19. Missouri State Highway Patrol
20. Moberly Police Department
21. Nixa Police Department
22. O'Fallon Police Department
23. Olivette Police Department
24. Osage Beach DPS
25. Overland Police Department
26. Ozark Police Department
27. Peculiar Police Department
28. Pleasant Hill Police Department
29. Smithville Police Department
30. St. Charles City Police Department
31. St. John Police Department
32. St. Joseph Police Department
33. St. Louis County Police Department
34. St. Louis Metro Police Department
35. St. Robert Police Department
36. Stone County Sheriff's Department
37. Troy Police Department
38. Washington Police Department
39. West Plains Police Department
40. Willow Springs Police Department

## **YOUTH PROGRAM HIGHLIGHTS**

Web-Based Server Training – In December 2004, the on-line State of Missouri Alcohol Responsibility Training (SMART) was released. This web-based server training course was originally designed by the University of Nebraska-Lincoln and modified for the State of Missouri. Each interactive module presents information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites. Self-help and review activities and exercises provide practice and the opportunity retake until successful and include hints and helps to facilitate the learning process. Content is presented in small, incremental steps that gradually spiral towards more and more complex scenarios.

Partners in Prevention – Partners in Prevention (PIP) is Missouri's higher education substance abuse consortium. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regard to alcohol by the college students who attend Missouri's public institutions of higher education. PIP's focus is on decreasing at-risk drinking by students on Missouri's college and university campuses. Through evaluation, funding, training technical assistance, and coalition building, PIP helps members create positive change on their college campuses.

**PROJECT TITLE:**

SMART/CHEERS

**PROJECT NUMBER:**

09-154-AL-72

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Drunk Drivers

**AGENCY NAME:**

University of MO Curators

**AGENCY CONTACT:**

Mr. Zack Odem

**PROJECT DESCRIPTION:**

We propose to address the alcohol and safe driving issues facing college students and the communities they reside in by continuing to implement three programs that have proven successful in creating awareness and behavior change. The unifying theme behind each of the following programs is to educate Missourians, particularly college students, on ways to make responsible decisions regarding alcohol and driving issues. Below is an outline detailing the specific elements of each of the three programs: SMART, CHEERS, and Drive Safe. Drive Smart.

**SMART**

SMART is effective in that each operating module is very visual and interactive, presenting information in a variety of ways to meet multiple learning styles. The tone is conversational, supportive, and friendly even when the focus is on consequences. The module content and presentation accommodates a wide variety of educational backgrounds. There are links to relevant laws, policies, and web sites for participants to gain further knowledge on the subjects. Self-help and review activities and exercises provide practice and the opportunity to retake quizzes until successful and include hints and tips to facilitate the learning process. Content is presented in small, incremental steps that gradually develop towards more and more complex scenarios.

The SMART online server training (for bars and restaurants) covers the following topics:

- o IDs: Valid IDs, State accepted IDs, checking IDs, and spotting fake IDs
- o What to do when there is a law violation
- o Procuring alcohol for a minor
- o Specific establishment policies and Missouri laws
- o Sales and service to intoxicated individuals
- o How to handle spontaneous fights
- o Open container laws
- o Selling alcohol after hours
- o Employees drinking on the job
- o Officers requesting help during a disturbance

The SMART online seller training (for off-premise liquor establishments) covers the following topics:

- o IDs: Valid IDs, State accepted IDs, checking IDs, and spotting fake IDs

- o What to do when there is a law violation
- o Procuring alcohol for a minor
- o Specific establishment policies and Missouri laws
- o Sales to intoxicated individuals
- o Distractions in the workplace that may lead to selling to minors
- o Shoplifting
- o Employment of minors and hours of alcohol sales
- o Package sales requirements

Currently, the SMART program is offered to up to 3,000 establishments on a first come, first serve basis for any retail by the drink establishment, off-premise liquor establishment or special volunteer group (primarily those working for the Kansas City or St. Louis sports complexes). The members of the PIP and MYAA coalitions and will be utilized to communicate with their local bars, restaurants and off-premise liquor stores and assisting in motivating the establishment owners to participate in SMART.

### CHEERS

The program will work hard to educate students on the true meaning of a designated driver. Namely, a designated driver is someone who has not consumed any alcohol at all during the evening. Educational pamphlets and brochures will include the definition of a designated driver. In addition, peer educators will help to spread information about CHEERS through use of pamphlets and brochures at all presentations on the college campuses.

Educational and promotional materials will be created and distributed to each campus for use in promoting designated drivers and discouraging drinking and driving. Promotional items will be used with discretion in order to maximize the funding of this grant.

Also, a CHEERS appreciation month will be implemented in December. December was chosen to carry out the campaign because December is the nationwide Drinking and Drugged Driving Awareness Month. During this month, communities involved in the program will show their appreciation to their local CHEERS establishments. This will be accomplished by information tables in student unions. Each chapter will have business cards and posters listing all of the local CHEERS establishments and explaining the program. The cards will be handed out in each respective chapter and the posters will be placed all over the chapter campus, marketing the program before the holiday season.

Local bars and restaurants in Missouri communities will be recruited to become CHEERS bars by providing free non-alcoholic drinks to the persons who identify themselves as the designated driver. The designated driver must be part of a group of two or more individuals who are consuming alcoholic beverages. In return, for their cooperation and participation, Project CHEERS will provide each business with free promotional items including pens, napkins, cups, key chains, coasters, notepads and pins for the wait staff. The use of these items in bars and restaurants have been shown to be one of the best marketing tools for the CHEERS program. The promotional items both encourage establishments to participate in the program, and market to the public the importance of using a designated driver. These items could be co-branded with other programs such as SMART, Drive Safe. Drive Smart., and/or MoDOT's Arrive Alive campaign. A state-wide poster campaign to encourage designated driving will also be created and promoted.

The program will also work with student groups across campus who share similar messages about

consuming alcohol and using a designated driving. For example, CHEERS will work together with STRIPES, a campus-wide student-run program that provides MU students a safe ride home anywhere in Columbia during the evening hours of Thursdays through Sundays, to promote their messages jointly. In addition, CHEERS will work to reach those students who may be drinking alcohol at locations other than bars to help them ensure that their peers are being driving home by designated drivers. This will be accomplished by listing a CHEERS ad in the University of Missouri's off-campus housing guide and sponsoring an information table at the off-campus housing fair. Both of these are popular with students already living off campus or those moving off campus, so these resources will be great for educating this group about CHEERS.

#### Partners in Prevention

Partners in Prevention will address drinking and driving, distracted, drowsy and aggressive driving, speeding and seatbelt use issues on the twelve participating campuses by providing adequate training to participating members, providing updated resources, assisting in the facilitation of campus-community coalitions, collaborating with the CHEERS to the Designated Program, and continuing the Missouri College Student Health Behavior Survey.

Partners in Prevention holds monthly meetings for its members and their colleagues. Each meeting includes training on issues related to substance abuse, coalition building, and law enforcement. With the recent development of a sister coalition, Partners in Environmental Change, separate training for law enforcement and leaders of community coalitions are held at the same time as the Partners in Prevention meetings. During the monthly meetings of Partners in Prevention and Partners in Environmental Change, the participants will receive training on drinking and driving and distracted driving issues, traffic safety, and substance abuse. Each spring, Partners in Prevention implements the annual survey. In spring 2008, the Missouri College Student Health Behavior Survey was implemented (CORE Alcohol and Drug Survey has been used in past years) to determine alcohol use patterns and consequences of students on the twelve public institutions of higher education. Questions regarding drinking and driving, distracted driving, and seat-belt use were also included.

Partners in Prevention currently provides educational materials and resources to the twelve member institutions. The "Drive Safe. Drive Smart." campaign which includes educational materials, such as brochures and posters, designed in the previous fiscal year will be reprinted and continue to be disseminated. New resources for the campaign will also be developed, using multimedia and web resources. This year a special emphasis will be placed on training prevention professionals, student peer educators, and law enforcement to facilitate educational programs and discussions for students on distracted driving, driving while intoxicated, and seatbelt use.

Partners in Prevention, in cooperation with the Missouri Safety Center, will present the "Campus Battle of the Belts," a seat belt competition between Missouri colleges and universities. The campuses compete to increase seat belt usage among students, thereby saving lives. An observational seat belt survey will be conducted before and after the Drive Safe. Drive Smart. educational blitz to determine the effectiveness of the educational efforts through a change in seat belt usage among the students.

higher education will create or join campus-community coalitions related to high risk alcohol abuse. Partners in Environmental Change program will be instrumental in helping communities design and implement strategic plans which address high risk alcohol use issues, such as drinking



and driving.

A social norming campaign, originally developed in fiscal year 2004, will be continued with new social norming data from 2007 and 2008 Missouri College Student Health Behavior Survey information.

Though it has been expanded to a multi-poster, handbill and brochure campaign, Partners in Prevention plans to implement a print media campaign, including billboards, bookmarks, table tents, and other print items. Training from the National Highway Traffic Safety Administration (implemented in the 2006 fiscal year) on media advocacy will assist our coalition in marketing and promoting the campaign.

### **PROBLEM IDENTIFICATION:**

During the 2006-2007 academic year, almost 34% of college students at Missouri public institutions of higher education consumed five or more drinks in a two-hour period, otherwise known as binge or high risk drinking. It is estimated that 600,000 students between the ages of 18-24 are unintentionally injured under the influence of alcohol each year (Hingson, Heeren, and Zakocs, 2005). Almost half of all college students nationwide binge drink (defined as five or more drinks at one sitting for men, four or more drinks for women) according to the Harvard School of Public Health (2002) and the Core Institute (2001). Students who binge drink are more likely to damage property, have trouble with authorities, suffer academically, have hangovers, and drive while intoxicated (Wechsler, 2002). Thirty-three percent of all students (41.1% of drinkers) at Missouri's public colleges and universities reported driving under the influence of alcohol or other drugs within the past year (Appendix A).

The proportion of traffic statistics specifically involving Missouri youth is extremely alarming. Individuals under the age of 21 were involved in 28.9% of all the 2006 traffic crashes in Missouri and 22.5% of all fatal traffic crashes. Also in 2006, a person was killed or injured in young driver related traffic crashes every 27.8 minutes in Missouri. Thirty-two percent of these crashes took place on Friday and Saturday. That same year, 45.6% of the young driver related fatal traffic crashes the driver was either exceeding the speed limit or driving too fast for conditions, which contributed to the cause of the crash. In 15.3% of these fatal crashes, the young driver's drinking condition contributed to the cause of the crash. Although this number was down from 2005, it is still an increase of 2% over the course of three years. In addition, young drivers accounted for 255 fatalities in motorized vehicles and 18,680 personal injuries (Missouri Traffic Safety Compendium, 2006).

College students' behavior is shaped by their environment, so if we are to change their behavior, we need to change that environment. High risk drinking exists largely because college students live in an environment that promotes such behavior.

Decreasing the number of underage drinkers and already intoxicated people being served alcohol is crucial in making our communities safer. Serving alcohol safely benefits everyone and should be of mutual interest to all. Customers benefit from being patrons of a safer environment because it enhances a positive social outing. Bar and restaurant owners' benefit by decreasing their liability and improving their business by creating a social climate that attracts customers. Colleges and universities benefit by helping to protect the safety and well being of their students. Communities benefit from reducing alcohol-related problems.

One of the most important ways to create and enhance safe environments is to train the servers and sellers of alcohol on how to serve it in a safe, responsible and legal manner. Considerable research

demonstrates that a well-implemented, responsible beverage service program can be effective in reducing the sale of alcohol to intoxicated persons and in preventing impaired driving (Pacific Institute for Research and Evaluation, 1999).

While drunk driving is the nation's most frequently committed violent crime (MADD, 1996), it is not the only issue affecting the safety of our roadways. In addition to drinking and driving issues, distracted driving, such as talking on cellular phones, lighting cigarettes or other tobacco products, or reaching for items in the vehicle can lead to traffic crashes, many of which have tragic and fatal outcomes.

According to Donna Glassbrenner with the National Highway Traffic Safety Administration research, wireless or cellular phones are the most common potentially distracting devices owned by drivers, and driver cell phone use has been increasing in recent years. In 2005, cell phone use increased by 2% among both female drivers (6% in 2004 to 8% in 2005), and drivers ages 16-24 (8% in 2004 to 10% in 2005) (Glassbrenner, 2005).

Unfortunately, youth drivers make up a disproportionately large number of these drivers. Approximately 985,000 drivers under age 21 were involved in a distracted-driving crash. This is 13% of all drivers involved in a crash, yet youth drivers make up just 6% of the driving population. Similarly, about 1.7 million drivers in their 20s had a distracted-related crash, which is 23% of all involved drivers, but just 13% of the driving population (National Survey of Distracted and Drowsy Driving Attitudes and Behaviors, 2002). Comparing this information with the NHTSA's research indicating increase in young driver cell phone use, we fear these statistics will only get worse.

The Missouri Traffic Safety Compendium lists seat-belt usage by drivers and passengers as one of the best ways to prevent death and personal injury. A driver in a Missouri 2006 traffic crash had a 1 in 4 chance of being injured and a 1 in 31 chance of being killed if they were not wearing their seatbelt. According to the 2006 compendium, 15.4% of college-age students (15-25 years) who were involved in traffic crashes were not wearing their seatbelts. In addition, 36.8% of those drivers involved in Missouri traffic crashes who were intoxicated (drinking alcohol) were not wearing their seat belts.

Clearly, the issues of distracted driving, drinking and driving, and seat belt use are significant issues for the college students of Missouri. Partners in Prevention, through its network of state colleges and universities, will to continue to address these issues in order to assist in creating safer roads for all Missourians through the development of a training program, educational campaigns, and a statewide social norming print media campaign.

Partners in Prevention (PIP) coalition was established through financial support from the Missouri Division of Alcohol and Drug Abuse and the United States Department of Education. PIP is a statewide coalition focused on preventing high-risk drinking among Missouri's college students. The coalition is composed of representatives from each of Missouri's 12 state colleges and universities and has been underwritten by grants from the U.S. Department of Education and the Missouri Division of Alcohol and Drug Abuse.

Currently, the coalition is mainly funded by the Missouri Division of Alcohol and Drug Abuse. In

an effort to create a broad, effective network of prevention advocates, PIP has partnered with several state agencies. PIP works with representatives from the Missouri Division of Alcohol and Tobacco Control, the Missouri Division of Alcohol and Drug Abuse, and the Missouri Department of Transportation Highway Safety Division.

This collaboration is essential for statewide prevention efforts. PIP's mission is to create a campus, city, and state environment that supports responsible decision making in regards to alcohol by the college students who attend the public higher education institutions in the state of Missouri. PIP's focus is on lowering the binge-drinking rate on Missouri college and university campuses. These goals include:

1. To establish an ongoing, supportive, interactive, and cooperative relationship for individuals working on alcohol and other drug abuse issues within the higher education institution from around the state
2. To facilitate research on alcohol and other drug abuse patterns and resulting consequences for each institution and on a statewide basis
3. To provide ongoing training opportunities for higher education professionals and students on the effective prevention of alcohol and other drug abuse among Missouri college students
4. To effect environmental change on campuses and in the communities
5. To provide guidance for policy refinement

In order to achieve the goals of the program and include policy development and enforcement in the solution to the problems being addressed, the Partners in Environmental Change coalition was developed in 2002. This sister-coalition to Partners in Prevention empowers law enforcement and judicial officers to create an environment that supports responsible and healthy decision making by the development of laws and policies, education about these standards, and enforcement of the laws and policies developed. After a student is educated about any health topic, such as driving behaviors, it is important that the environment (college or community) where that student resides supports healthy choices. In a sense, our Partners in Prevention coalition represents the backbone of our efforts.

Financial support for the annual statewide prevention conference, Meeting of the Minds, training and tools for year-long programming at each of the twelve Partners in Prevention institutions, and financial support for continued implementation of a statewide safe driving campaign called "Drive Safe. Drive Smart." is needed.

The Partners in Environmental Change consortium is a strong coalition of the law enforcement and judicial officers from PIP campuses and the surrounding communities. These agents can work to enforce laws related to safe driving behaviors and reinforce the need for students and community members to buckle up, drive without distraction, and refrain from driving after drinking any amount of alcohol. Through educational and enforcement checkpoint operations, campus and community law enforcement will become part of the solution.

## **GOALS AND OBJECTIVES:**

### **SMART**

**GOAL 1:** Continue implementation of an online Responsible Beverage Server Training program called SMART (State of Missouri Alcohol Responsibility Training) that will help increase the skills, knowledge, and awareness of individuals engaged in the sale and/or service of alcohol in the bars, restaurants and liquor stores in Missouri, thus reducing alcohol-related problems occurring at the point of sale.

#### Target Population

Owners, managers, and employees at all "retail by the drink" establishments and off-premise liquor license holders in the state of Missouri are targeted as potential participants in the SMART program.

#### Outcomes

1. Decrease illegal alcohol sales to minors in bars, restaurants and liquor stores in Missouri
2. Increase the number of alcohol servers and sellers that have successfully passed the server training program
3. Decrease the number of people being over-served alcohol in bars, restaurants and liquor stores in Missouri
4. Decrease the harms associated with the abuse of alcohol in Missouri

Objective 1: Assist sellers and servers of alcoholic beverages in reducing alcohol related problems in their bars, restaurants and liquor stores

#### Strategies

1. Increase the servers/sellers knowledge and awareness of state and local alcohol laws and policies
2. Increase the servers/sellers knowledge and awareness of the management policies and procedures
3. Increase the incidences and effectiveness of servers/sellers who check the ID of individuals who look to be of questionable age and do not sell or serve alcohol to minors
4. Increase the awareness and understanding of servers and sellers as to the consequences of serving alcohol to an intoxicated customer and thus influencing them to refuse service to that customer

Objective 2: To provide an affordable, time efficient, effective and easily accessible server training program for all servers and sellers of alcoholic beverages in Missouri

#### Strategies

1. Provide an interactive online training with videos, self-checks, and self assessment
2. Provide an ability to easily access this training through the internet 24 hours per day, 7 days per week
3. Provide this training free of charge to the server and for the bar/restaurant/liquor store owner
4. Provide feedback upon completion of the SMART program to the trainee, the establishment owner and to Missouri Division of Alcohol and Tobacco Control

Objective 3: To provide a collaborative relationship between the Division of Alcohol and Tobacco Control,

Missouri's Partners In Prevention, Missouri Partners In Environmental Change, MoDOT's Highway Safety Division, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association and the bar, restaurant, and off-premise liquor establishment owners in Missouri.

Objective 4: To market the availability of the program to include every bar, restaurant and liquor store in the state.

#### Strategies

1. To continue to meet with, facilitate and utilize feedback from the SMART Advisory Board composed of representatives from the Missouri Division of Alcohol and Tobacco Control,

Missouri Partners In Prevention, MoDOT's Highway Safety Division, the University of Missouri-Columbia's Wellness Resource Center, Columbia Police Department, University of Missouri-Columbia Police Department, the Missouri Beer Wholesalers Association, Missouri Petroleum Marketers & Convenience Store Association (MPCA), and the bar, restaurant, and off-premise liquor establishment owners in the State of Missouri.

2. Continue to work with Missouri's Partners In Prevention (PIP) to ensure effective communications with the bar and restaurant communities in each of the twelve communities within PIP.
3. Regularly attain updated database of liquor license numbers from the Missouri Division of Alcohol and Tobacco Control and update SMART database to include any new establishments and remove those that have closed.
4. Continue to work with entities and organizations that work closely with eligible establishments such as Alcohol and Tobacco Control, local coalitions, Missouri Petroleum Marketers & Convenience Store Association (MPCA), Missouri Beer Wholesalers Association, local police departments, county clerks, etc. in an effort to better market the SMART program.

#### CHEERS

Goal 2: Continue successful implementation of the CHEERS to the Designated Driver program, whose purpose and mission is to decrease the number of Missouri citizens who drink and drive and to coordinate community-wide designated driver programs throughout Missouri.

#### Target Population

The state universities and colleges as well as community groups are targeted as distribution points for program development.

The four main areas of focus will be:

1. Educate the college students in Missouri about the dangers of drinking and driving
2. Educate the college students in Missouri about what it means to be a designated driver
3. Encourage students to be or use a designated driver
4. Work with local businesses and communities to use the "Project CHEERS to the Designated Driver" program in their establishments and areas

#### Goals and Outcomes

1. Achieve a designated driver rate of 90% by August 2009
2. Increase the awareness of Project CHEERS 5% by August 2009
3. Increase the number of businesses that are a part of Project CHEERS by 25 before August 2009

#### Objectives and Strategies

1. Distribute materials to chapters on how to create and maintain a designated driver program
2. Provide each campus with educational materials for use in presentations and resource fairs to encourage students to use a designated driver and to define what it means to be a designated driver
3. Work with the Partners in Prevention (PIP) coalition on a state-wide impaired driving social-norming media campaign
4. Contact each of the state public institutions of higher education and many of the private colleges to convince them to enhance their already existing CHEERS program or to start a new CHEERS program

#### Strategies

- o Initiate monthly contact with each chapter
- o Create a reward/recognition system to encourage participation

5. Continue to develop promotions for holidays and special events such as National Drunk Driving Awareness Month (December), Collegiate Alcohol Awareness Week (October), Safe Spring Break (March), Freshman Orientation (Summer), and Project CHEERS Birthday Party (April)

#### Strategies

- o Create customized posters and business cards listing local CHEERS establishments for each chapter
- o Distribute programming packets to each chapter with information and marketing ideas as well as documents to help recruit establishments and popularize the program among students

6. Continue to develop Project CHEERS promotional and educational items to be used by participating establishments and campuses

#### Strategies

- o Create and distribute promotional items for use by the participating establishments to increase visibility and encourage the use of CHEERS
- o Create and distribute items that reward establishments for participating in the CHEERS program
- o Provide a training for CHEERS chapters
- o Provide a brochure to distribute at participating establishments to increase knowledge of program to servers

7. Continue to work with and through the Partners In Environmental Change coalition in an effort to collaborate closely with law enforcement groups and local coalitions in each of the 12 communities to enforce laws and promote the message to use a designated driver whenever alcohol is being consumed

8. Serve as a resource to the local chapters on the creation, planning, and implementation of their prevention efforts

9. Improve the web site for chapter contacts, students and community members to visit that can provide information, statistics on drinking and driving and links to useful local and national information

10. Partner with Missouri's statewide server training program, SMART. Both of these programs can be used to increase participation in the other. Establishments that implement CHEERS can be sent information on server training and establishments that use server training can be recruited to utilize CHEERS. The potential co-branding mentioned in the previous section could also help the programs improve each other.

11. Use the CHEERS list-serve to communicate with chapters. It has been invaluable for exchanging ideas among the chapters and for sending documents, saving on postage

12. Build closer working relationships with non-college entities

#### Strategies

- o Work with Alcohol and Tobacco Control to determine communities that would benefit most from a CHEERS chapter
- o Work with the Mid-Missouri chapter of Mothers Against Drunk Driving (MADD) to create community awareness about drunk driving

13. Continue to utilize the Partners In Prevention (PIP) effort to increase communications with the campuses

#### Strategies

- o Participate in the monthly PIP meetings
- o Utilize the PIP list serve, newsletter and web page for promoting CHEERS
- o Participate in trainings and conferences

14. Continue to utilize local campus/community coalitions to gain support for the CHEERS program

#### Strategies

- o Actively seek the establishment of Project CHEERS through campus/community coalitions
- o Communicate with existing coalitions the importance of their participation and continued support

### PARTNERS IN PREVENTION

Goal 3: Successfully implement the Missouri Partners in Prevention Drive Safe. Drive Smart. program by educating Missouri college students about distracted, aggressive and drowsy driving, drinking and driving, speeding, and seat belt use.

#### Target Population

Target population includes prevention professionals, students, and community coalition members at each of the twelve state institutions involved in the Partners in Prevention statewide coalition.

#### Outcomes

1. An increase in the number of campus/community coalitions throughout the state that are addressing impaired driving and safety (drinking and driving, distracted driving, and seatbelt use) as a primary issue
2. An increase in the skill level of those students and professionals who participate in training opportunities
3. A decrease in the number of traffic fatalities involving alcohol in each of the communities surrounding the twelve member campuses
4. A decrease in the number of students driving while intoxicated
5. An increase in the accuracy of students' perception of their peer's drinking and driving and other traffic safety behaviors

#### Objectives and strategies

Objective 1: To use the established communication network among the public institutions of higher education in Missouri and the Missouri state agencies to create effective strategies for addressing the issues of drinking and driving, distracted driving, and seatbelt use

#### Strategies

1. Use monthly meetings/workshops of professionals and students from each participating institution and state agencies to discuss relevant prevention issues related to drinking and driving, distracted driving, and seatbelt use
2. Use the Partners in Prevention web site and list serve for on-going communications of coalition members
3. Include drinking and driving and distracted driving prevention education in "Journeys," the quarterly newsletter of Partners in Prevention as well as information about seat belt safety
4. Support the state conference in the spring of each year through funding for educational workshops and keynote speakers for college professionals and student peer educators

Objective 2: To provide on-going training opportunities for professionals and students that address effective environmental management strategies for:

- o Decreasing the abuse of alcohol and other drugs on campus and in the community
- o Preventing drinking and driving and distracted driving
- o Increasing seatbelt use

#### Strategies

1. Sustain monthly meetings/workshops for professionals and students from each participating institution and state agency to discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol free programming, existence of mixed messages, policy review, traffic safety and social norming
2. Continue collaboration with the National Highway Traffic Safety Administration to receive media training
3. Work to create a peer education group at the University of Missouri which would, among other things, develop peer programs, help put on events, and encourage their peer group (other college students) to engage in safe driving behaviors. They could also serve as a model to start peer groups on other campuses as well.

Objective 3: To facilitate an evaluation effort that includes needs assessments, establishment of baseline data of students' usage patterns and measuring the effectiveness of policy changes and program implementation over the grant period

#### Strategies

1. Provide the Missouri College Student Health Behavior Survey (formerly the Core Alcohol and Drug Survey) for each participating campus in order to continually collect baseline data statewide and pre and post testing
2. Provide the Environmental Assessment Instrument created by the US Department of Education for each campus to assess their campus and city environment
3. Provide technical assistance on the evaluation efforts through site visits to each campus as requested

Objective 4: To provide resources that the campuses can access in order to create on-going, creative and effective prevention efforts

#### Strategies

1. Facilitate idea sharing and collaborative programming possibilities at the monthly meetings
2. Use the Partners in Prevention web site and a list serve to enhance on-going collaborative programming possibilities related to drinking and driving, impaired driving, and seatbelt use
3. Continue to collect baseline data on students at all participating Missouri colleges and



universities regarding drinking and driving, distracted driving, and seatbelt use

4. Create resources and other training materials on impaired driving for each of the twelve member institutions such as posters and brochures on drinking and driving, distracted driving, and seatbelt use

5. Enhance and expand a statewide education and media campaign called "Drive Safe. Drive Smart."

6. Enhance and expand a statewide social norming campaign for college students on distracted driving and seatbelt use, based on data from the Spring 2006 Core Alcohol and Drug Survey

Objective 5: To provide resources to campus and community law enforcement agencies to enforce laws and/or provide education to drivers regarding safe driving behaviors

#### Strategies

1. Provide funding for regular safety belt check point operations on Missouri's 12 college campuses and in their surrounding communities

2. Provide funding for impaired driving checkpoint operations on Missouri's 12 college campuses and in their surrounding communities

3. Publish a brochure about safe driving behaviors and other materials for law enforcement to distribute to students and community persons during the safety check point operations

4. Implement the 3rd Annual Missouri Colleges Battle of the Belts program

## RESULTS:

### CHEERS

According to the Spring 2009 Missouri College Health Behavior Survey, 87.3% of students who drink used a designated driver during the 2008-2009 school year used a designated driver, which is almost equal to the same percentage of the previous year. Unfortunately we fell short of our goal, however our most active CHEERS chapter at the University of Missouri achieved a designated driver rate of 90.9%. We hope to achieve this kind of level among all participating chapters, but continue to face the challenge of the CHEERS staff at other PIP schools having differing priorities and lacking time to dedicate to the program.

The awareness for the CHEERS program actually decreased from 49.6% in Spring 2008 to 43.5% in Spring 2009. Individual campuses saw an increase in recognition; however the addition of a new campus to PIP and staffing issues at other campuses may have resulted in this drop in statewide awareness of CHEERS. Unfortunately, raising awareness by 5%, and maintaining that awareness to survey time may have been a lofty goal.

Due to the recruitment efforts at all of our chapters and partnering with the SMART program, approximately 30 new establishments have become involved in Project CHEERS, however due to a variety of factors, many participating establishments across the state have gone out of business, and so our overall number of participants has remained relatively stable.

### SMART

The SMART program provided an interactive online training with videos, self-checks, and self assessment; an ability to easily access this training through the internet 24 hours per day; training free of charge to the server and for the bar/restaurant/liquor store owner and feedback on completion of the SMART program to the trainee, the bar/restaurant/liquor store owner and to Missouri Division of Alcohol and Tobacco Control.

Drive Safe. Drive Smart.

Sustained monthly meetings/workshops for professionals and students from each participating institution and state agency to discuss and receive strategy-focused trainings about relevant prevention issues such as alcohol availability, alternative alcohol-free programming, existence of mixed messages, policy review, traffic safety and social norming.

Monthly PIP meetings were used to discuss all issues pertaining to the abuse of alcohol and other drugs and methods to address these topics. Specifically to how these relate to driving issues, a training session was held where PIP members broke down each of the topics down to identify why students potentially engage in these behaviors, and what actions can be done to discourage them from doing them in the future.

Conducted the Missouri College Student Health Survey for each participating campus in order to continually collect baseline data statewide and pre and post-testing.

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**FUNDING:**

154 : \$261,861.12

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Youth Alcohol - ASAP

**PROJECT NUMBER:**

09-154-AL-74

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Young Drivers / Underage Drinking

**AGENCY NAME:**

MO Div. of Alcohol and Tobacco Control

**AGENCY CONTACT:**

Mr. Gene Lacy

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**PROJECT DESCRIPTION:**

The Alcohol Safety Awareness and Prevention (ASAP) project is an educational and enforcement project designed to reduce the number of minors attempting to purchase alcoholic beverages and to increase the community's awareness on the issue. ASAP is aimed at prevention as well as enforcement. There are 4 main enforcement components in the program - Badges in Business, Server Training, Party Patrol/JETs, and Compliance Checks - and the program has focused on certain prime times, or high incident events, when underage drinking is consistently problematic, such as proms, graduations, sporting events, holiday weekends and community festivals. Each of the Division of Alcohol and Tobacco Control's three enforcement districts pre-select communities within their areas that have demonstrated persistent problems with underage drinking. Information and statistical data from Highway Safety will be utilized to determine problem areas. The district targets a particular high risk event, or a particular time period during which underage drinking is a consistent problem, and saturates the area with public awareness information, education programs, and enforcement efforts. After a target has been selected, an enforcement strategy and partnership with local law enforcement is coordinated.

**Badges in Business:** Alcohol and Tobacco Control Agents will pose as employees or customers in retail alcohol establishments for the purpose of enforcing Missouri's liquor control laws which prohibit the sale of alcoholic beverages to minors. This program allows retailers, local law enforcement and the Division of Alcohol and Tobacco Control an opportunity to form a partnership to curb underage alcohol consumption. Minors who show fake identifications or who otherwise attempt to purchase alcohol will be arrested and prosecuted by local authorities. This program has been very successful in building good working relationships between the Division of Alcohol and Tobacco Control and licensed establishments throughout the state.

**Server Training:** This educational workshop will be performed by a designated Alcohol and Tobacco Control Agent and will provide licensees, their employees and local law enforcement agencies with a clearer understanding of state liquor laws. This program's primary purpose is to prevent violations by educating and informing alcohol sellers of their responsibilities and encouraging them to make responsible decisions. The focus of this training will be on illegal sales to minors, fake IDs, demonstrations on age verification devices, sales to intoxicated persons, third party sales, after hours sales, delivery and consumption of alcohol, and limitations on "happy hours."

Party Patrol/JET (Joint Enforcement Teams): During a special, high-incident neighborhood event, the Division of Alcohol and Tobacco Control will join forces with local law enforcement to establish a visible presence in the community and at the special event. Division Agents will "patrol" and saturate the event and surrounding community. On occasion, in order not to compromise the identity of local agents who primarily work undercover, the Division will provide agents from neighboring districts. The Agents will check identifications and issue summonses or violations as they occur. Party Patrol will include patrols for third-party sales, and Agents will issue summonses to adult providers as those incidents occur. Agents will also enforce house party laws by arresting those who host underage drinking on their property. Although the primary purpose of the party patrol is to establish a presence to deter the sale and consumption of alcoholic beverages to minors, the Agents will be in constant communication with local law enforcement and therefore will be able to report and assist in the deterrence of any unlawful activity. The Division will also meet with local law enforcement and community organizations sponsoring the event to coordinate enforcement efforts and to establish procedures and protocols. Many areas of the State experience certain time periods, not necessarily tied to a particular event, during which underage drinking is a particular problem. This is especially true in small- and medium-sized communities. Small Party Patrol teams and/or JETs will combat underage drinking in these situations. Local law enforcement agencies and communities routinely contact the Division for the Division's expertise. Often, this occurs after increases in alcohol-related traffic crashes involving minors or increases in DWI incidents involving minors. The Division will join forces with local law enforcement and communities in these cases, to establish a presence in the community for a designated time period and to increase public awareness of underage drinking and its consequences. The Division will meet with local law enforcement and community organizations to coordinate enforcement efforts and to establish procedures and protocols.

Depending upon the size of the community and of the local law enforcement agency, the Division will partner with that agency to the extent feasible and establish enforcement "teams" which will focus exclusively on underage drinking enforcement for the designated weekend or other time period. JET's will include walkthroughs of licensed establishments and patrols for third party sales, and teams will specifically patrol parking lots and sites where underage minors congregate. Through the partnership with local law enforcement, Agents will also be able to report and assist in the deterrence of any unlawful activity. The Division will use press releases and other announcements to inform the general public of the Division's presence when viewed as necessary by the District Supervisors.

College and resort communities will continue to be areas of primary concern. Once any area has been targeted, the Division of Alcohol and Tobacco Control will begin by offering Server Training to the licensees and employees of alcohol establishments in and around the selected area. These classes will be performed throughout the year as needed. At the selected time, Badges in Business, Party Patrol, and/or JETs will saturate that area for a specific time period. The District will attempt to perform as many investigations as possible, using staff assigned to the district as well as staff available from other districts.

Compliance Checks: Compliance Checks are the most effective way to reduce the number of sales to minors. This program is a great enforcement tool for areas that usually don't get the attention from the traditional ASAP program. The project components are: A Division employed minor will attempt to purchase alcohol from licensed establishments under direct supervision of two or more Agents. The attempted buy will be monitored by an audio recording and an undercover

Agent. If a buy is made, the Agent will then issue the clerk a summons for sale of alcohol to a minor. This program will be governed by State Law and the Rules and Regulations of the Supervisor of Alcohol and Tobacco Control.

#### **PROBLEM IDENTIFICATION:**

ASAP (Alcohol Safety Awareness and Prevention)

Missouri, like many other states, is plagued with accidents by inexperienced young drivers. These inexperienced young drivers often make poor decisions before getting behind the wheel. Immature decisions often have disastrous consequences, especially when young inexperienced drivers and alcohol mix.

For Missouri in 2007, 30 people were killed and 737 were injured as a result of underage drivers under the influence of alcohol. (Highway Patrol, 2008)

Nationwide, the rate of fatal crashes among alcohol-involved drivers between 16 and 20 years old is more than twice the rate for alcohol-involved drivers 21 and older. (National Institute on Alcohol Abuse and Alcoholism, 2008)

Drivers are less likely to use seat belts when they have been drinking. In fact, 64% of young drivers involved in fatal crashes who had been drinking were unrestrained. (SADD, 2008)

Young drivers are overrepresented in traffic crashes. Drivers under the age of 21 comprise of 10% of the licensed drivers, but were in nearly 30% of the traffic crashes. (savemoyouth.com, 2008)

28.5% of high school students nationwide had ridden one or more times in a car or other vehicle driven by someone who had been drinking alcohol. (SADD, 2008)

Among 12- to 20-year olds, more than 32 % reported past month alcohol consumption in Missouri. (We don't serve teens campaign, 2007)

In 2007, 82.6 % of tenth graders and 92.2 % of twelfth graders reported that alcohol is "very easy" or "fairly easy" to get. (MADD, 2008)

More than half (58%) of 12th graders report having been drunk. (SADD, 2008)

Underage drinking is estimated to account for between 12% and 20% of the U.S. alcohol market. (Georgetown University, 2008)

In Missouri alone, there were over 374 million dollars in underage alcohol sales in 2007 (jointogether.org, 2008)

Underage alcohol use is more likely to kill young people than all illegal drugs combined. (National Institute on Alcohol Abuse and Alcoholism, 2008)

A University of Missouri study found that college students with fake IDs were five to six times more likely to go on a heavy drinking binge at least once a week.

One of the primary missions of the Division of Alcohol and Tobacco Control is to reduce the availability of alcohol to minors and the consumption of alcohol by minors. The enforcement

strategies that the Division uses to accomplish this mission are the same as those proven effective by the OJJDP. Eleven years ago, the Division implemented the Alcohol Safety Awareness and Prevention (ASAP) project, a comprehensive enforcement project incorporating almost all of the enforcement strategies evaluated by the OJJDP.

With the support of other law enforcement agencies, community organizations and alcohol beverage retailers, this project has been highly successful. The Division will continue to utilize the ASAP project as an educational and enforcement tool and will enhance and improve the program in the coming year. Although progress has been made in reducing underage drinking, "[i]f that progress is to be maintained and continued, the issue must be given even wider visibility, and the public and policymakers must develop a more complete understanding of the problems and the costs."

Early intervention by Alcohol and Tobacco Control to correct or even prevent underage alcohol use is a critical element in making Missouri's highways safer. If drinking and driving issues can be corrected early, then Missouri will not have to suffer any unnecessary consequences resulting from poor decisions.

The simplest justification of the ASAP program is as follows: Missouri's youth that chose to use alcohol don't drink at home. They use Missouri's roadways to go somewhere to take part in the illegal use of alcohol. That is why ATC's enforcement efforts and preventive measures are vital in making our highways a safer place for everyone.

## **GOALS AND OBJECTIVES:**

### **Goal # 1**

To reduce the number of minors attempting to purchase alcoholic beverages, increase retailer compliance with liquor laws and develop community awareness on the issues of underage drinking and sales to intoxicated persons.

### **Objectives**

The Division will increase compliance with state liquor laws and community awareness on issues related to underage drinking by providing educational, preventive and enforcement programs to communities with persistent problems. Each of the Division's three enforcement districts will choose target sites within their areas that have demonstrated a need for attention. The Division intends to focus on those areas which have demonstrated persistent problems with underage drinking. College and resort communities will be a primary focus. Saturations will take place during peak periods, such as the opening of fall classes in college communities, prom nights, holidays in metropolitan areas and summer weekends in resort areas. Licensees within those areas will be contacted and encouraged to participate.

Each district will select an area of need and coordinate an appropriate enforcement strategy, which may include Server Training, Badges in Business, Party Patrol, JETs, and/or Controlled Buys. When possible, the ASAP project will be coordinated with local law enforcement agencies and their sobriety checkpoints.

During the targeted event Badges in Business, Party Patrol, and JETs investigations will saturate that area for a specific time period. The district will attempt to perform as many investigations as possible, depending upon the size of the community and of the event, using both their personnel

and any personnel necessary and available from other districts. The saturation will usually last one or two nights (depending on funding and availability).

Each Badges in Business investigation will usually have at least two to three Agents present during the operation.

It is suggested that more than one Agent be present to ensure officer safety and more successful prosecution. During the investigation the Agents will observe the premise and pose as patrons or employees, but will not participate in alcohol sales. As underage patrons enter the premise and attempt to purchase alcohol, the licensee or his employee will first check the youths' identifications. If the employee feels an identification is false or a youth is underage, then an Agent will question the youth and check his identification, using the age verification device with other methods. Once the Agent determines that the youth is underage, the Agent will issue the youth a summons for violation of the state's liquor control laws.

In addition, the Division's Party Patrol unit or JETs will have agents patrolling the target area. The agents will partner with local law enforcement and neighborhood associations.

The Division will also conduct random Compliance Checks at various locations across the state. The Compliance Checks will assist the community in finding problematic retailers and increase community awareness of the underage accessibility of alcohol.

## Goal # 2

To properly educate owners of liquor establishments, employees, local law enforcement agencies, community organizations and schools by providing information and educational workshops that will result in a clearer understanding of the state liquor laws.

### Objectives

The Division will conduct Server Trainings to educate retailers and law enforcement on Liquor Law. This program will help renew the commitment between the retailer and law enforcement in the prevention of underage drinking and other liquor law violations. The Division will also provide an ID Checking Guide to enforcement personnel and to licensees who attend Server Training. These Guides detail acceptable forms of ID in all 50 states. They are indispensable to Agents in their work. Retailers also rely extensively on these Guides in the daily operation of their businesses and the Guides will prove indispensable to licensees. The Division will also provide a lawbook to licensees who attend Server Training.

## Goal # 3

Increase community awareness of the dangers of underage drinking.

### Objectives

Raising public awareness of underage drinking problems and consequences is vital to efforts to combat it. As part of the Division's efforts through ASAP, the Division will create and disseminate to local broadcasters the results from area saturations and compliance checks.

## **RESULTS:**

During the course of the grant year the Division conducted 97 Server Trainings across the state that trained 4,372 people.

The Division conducted 397 Badges in Business programs that resulted in 175 arrests (nearly double the arrests of FY2008).

The Division conducted 572 Compliance Checks throughout the state utilizing Highway Safety funds. 182 of the 572 checks sold alcohol to the Compliance Inspector. This equates to 32% noncompliance in regard to retailer selling alcohol to minors. This represents a 6% drop in the amount of noncompliant checks as compared to FY2008 and an 11% drop in noncompliance as compared to FY2007 (in FY2007, 43% of retailers checked were found to be noncompliant and in FY2008, 38% were found to be noncompliant). A drop in the noncompliant rate indicates that the program is working. We hope in 2010 to lower the noncompliant rate even lower through awareness, training, saturations and compliance checks.

During FY2009, the Division's Agents conducted Party Patrol/JET saturations at the following events. (The following numbers do not include all Party Patrol/JET programs, but represents a small sample of the target areas to show the variety of events where Agents have a visible presence. The number of arrests may include some BIB, CC arrests and/or some assisted arrests since Party Patrols/JETs are an all-encompassing enforcement project.):

1. Kansas City Arrowhead Stadium (10/04/08) = 10 arrests
2. Maryville Bar Saturation (10/07/08) = 8 arrests
3. Warrensburg Bar Saturation (10/25/08) = 15 arrests
4. Columbia - MU Homecoming (10/25/08) = 23 arrests
5. Columbia - MU Last Home Football Game (11/08/08) = 18 arrests
6. St. Louis - Mardi Gras (02/21/09) = 43 arrests
7. St. Louis - St. Patrick's Day Parade - Dogtown (3/17/09) = 10 arrests
8. St. Joseph Party Patrol (04/18/09) = 15 arrests
9. Columbia - Close of MU Semester (05/15/09) = 9 arrests
10. Independence Bar Patrol (06/16/09) = 9 arrests
11. Kansas City Royals Baseball Patrol (06/18/09) = 4 arrests
12. Missouri State Fair (08/20&21/09) = 7 arrests
13. Montgomery County Fair (07/25/09) = 2 arrests
14. Washington Town and Country Fair (08/06&08/09) = 6 arrests
15. Bevier Homecoming (08/07/09) = 2 arrests
16. Columbia - MU Start of School (08/21/09) = 9 arrests

Over 746 arrests were made utilizing ASAP funds in FY09

#### STEPS TAKEN TO IMPROVE THE ASAP PROJECT IN FY2010

In prior years (including FY09), the ASAP program collected arrest data but did not capture any other data to show enforcement productivity. In FY10, ATC will collect three other data categories to improve accountability of Highway Safety funds:

1. Services Rendered = an official enforcement function to track the number of contacts an Agent makes with the public, retail employees, retail licensees, Government Officials (including other Law Enforcement Officers) and members of the press to promote the ASAP program in an effort to prevent underage drinking and over-service to patrons;



2. Identifications Checked = in prior years the ASAP program only collected the number of IDs checked during a Badges in Business and not on Party Patrols and JETs; and
3. Identifications Seized = this will help us understand how many minors use altered, borrowed, or counterfeit IDs to purchase and/or possess alcohol.

We recently revised our Server Training Program to give the server a more comprehensive and interactive learning experience. Trainings for package servers and by-the-drink servers are held separately to focus on what's important for the particular server.

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**FUNDING:**

154 : \$425,750.00

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

DWI Court Pilot Projects

**PROJECT NUMBER:**

09-154-AL-83

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

DWI Highway Safety Offenders

**AGENCY NAME:**

Office of State Courts Administrator

**AGENCY CONTACT:**

Mr. Jeff Barlow

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**PROJECT DESCRIPTION:**

The Office of State Courts Administrator will implement three stand-alone DWI courts in at least three courts during the grant period. Courts will be identified in conjunction with the Division of Highway Safety, based upon the frequency of DWI cases in their jurisdiction. DWI courts are a proven court intervention that act to increase public safety by reducing alcohol-related traffic fatalities through court mandated treatment and supervision of DWI offenders.

The Drug Courts Coordinating Commission has sought to expand stand-alone DWI courts that follow specific guidelines for best practice but funding has been limited. The statutory interagency commission will provide oversight for this grant and voted to pursue this grant request at their last quarterly meeting.

DWI courts are dedicated to changing the behavior of the alcohol/drug dependent offenders arrested for Driving While Impaired (DWI). The goal of DWI court is to protect public safety by using the drug court model to address the root cause of impaired driving, alcohol and other substance abuse. With the repeat offender as its primary target population, DWI courts follow the Ten Key Components of Drug Courts and the Ten Guiding Principles of DWI Courts, as established by the National Association of Drug Court Professionals and the National Drug Court Institute.

Unlike drug courts, DWI courts primarily operate within a post-conviction model. In a supported resolution by National Mothers Against Drunk Driving, "MADD recommends that DUI/DWI courts should not be used to avoid a record of conviction and/or license sanctions."

The Office of State Courts Administrator anticipates implementing stand-alone DWI courts in the 12th Judicial Circuit (Montgomery County), the 20th Judicial Circuit (Franklin County), and the 36th Judicial Circuit (Butler County).

DWI courts utilize all criminal justice stakeholders (judges, prosecutors, defense attorneys, probation officers, law enforcement, and others) coupled with alcohol or drug treatment professionals. This group of professionals comprises a "DWI Court Team," and uses a cooperative approach to systematically change offender behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug or alcohol treatment and other rehabilitative services. Compliance with treatment and other court-mandated

requirements is verified by frequent alcohol/drug testing, close community supervision and ongoing judicial supervision in non-adversarial court review hearings. During review hearings, the judge employs a science-based response to participant compliance (or non-compliance) in an effort to further the team's goal to encourage pro-social, sober behaviors that will prevent future DWI recidivism (Loeffler, Huddleston & Daugherty, 2005).

DWI Court Best Practices - According to the National Drug Court Institute, there are ten guiding principles to successful DWI courts. The ten guiding principles are listed below; each principle is followed by an explanation of how Missouri courts will address that principle during implementation and ongoing offender management.

#### **GUIDING PRINCIPLE #1 - DEFINE THE POPULATION**

The DWI courts will clearly define the target population of the DWI program with distinct eligibility criteria. These potential participants will have two or more DWI offenses and a clinical assessment showing severe chemical abuse or addiction.

#### **GUIDING PRINCIPLE #2 - PERFORM A CLINICAL ASSESSMENT**

The DWI courts will use certified treatment professionals to perform a clinically competent, objective assessment of the impaired driving offender. This assessment will address a number of bio-physical domains including alcohol use severity and drug involvement, the level of needed care, medical and mental health status, extent of social support systems, and individual motivation to change.

#### **GUIDING PRINCIPLE #3 - DEVELOP THE TREATMENT PLAN**

The DWI courts will develop a specific treatment plan under the direction of a certified treatment provider to address the substance dependence of each participant offender. A significant proportion of the DWI population also suffers from a variety of co-occurring disorders. Therefore, the DWI courts will carefully select and implement treatment practices demonstrated through research to be effective with the hard-core impaired driver to ensure long-term success.

#### **GUIDING PRINCIPLE #4 - SUPERVISE THE OFFENDER**

The DWI courts will use a coordinated strategy and available technologies to closely supervise and monitor participant offenders to protect against future impaired driving.

#### **GUIDING PRINCIPLE #5 - FORGE AGENCY, ORGANIZATION, AND COMMUNITY PARTNERSHIPS**

The DWI courts will solicit the cooperation of other agencies, as well as community organizations to form a partnership in support of the goals of the DWI court program to protect against future impaired driving.

#### **GUIDING PRINCIPLE #6 - TAKE A JUDICIAL LEADERSHIP ROLE**

The DWI courts will have a judge that will act as the leader of the DWI court program who will have the capability to motivate the DWI court team and elicit buy-in from various community stakeholders.

#### **GUIDING PRINCIPLE #7 - DEVELOP CASE MANAGEMENT STRATEGIES**

The DWI courts will provide participant offenders with case management services through a coordinated team strategy and seamless collaboration across treatment and justice systems.

#### **GUIDING PRINCIPLE #8 - ADDRESS TRANSPORTATION ISSUES**

The DWI courts will assist participants to plan for transportation alternatives after the loss of their driving privileges. The loss of driving privileges poses a significant issue for DWI court participants. In many cases, the participant solves the transportation problem created by the loss of the driver's license by driving anyway and taking the chance that they will not get caught. With this knowledge, the DWI court will sanction the participant for driving without a license while in the program and caution them against taking such actions in the future.

#### **GUIDING PRINCIPLE #9 - EVALUATE THE PROGRAM**

The DWI courts will design and implement an evaluation model with the assistance of the Office of the State Courts Administrator that will be capable of documenting behavioral change in DWI court participants resulting in a reduction in future impaired driving.

#### **GUIDING PRINCIPLE #10 - ENSURE A SUSTAINABLE PROGRAM**

The DWI courts will create and implement a strategic plan that includes considerations of structure and scale, organization and participation, and future funding sources.

Evaluation: The Office of State Courts Administrator will monitor the pilot courts and collect performance data similar to the data currently collected for Missouri's drug court programs. A complete copy of the data elements to be collected is available upon request.

During this first year of grant funding, the grant will focus on process evaluation regarding the implementation of the stand-alone DWI pilot courts. Future funding, if available, will allow specific performance measures such as participant retention and recidivism to be tracked.

Progress reports will be prepared by the OSCA project manager and forwarded to the Highway Safety Division of MoDOT. The final grant report will include process data to help determine the most effective way to implement DWI courts in other interested courts around the state.

#### **PROBLEM IDENTIFICATION:**

According to the Missouri State Highway Patrol, in 2007 there were 992 persons killed in traffic crashes in the State of Missouri. Of all fatal crashes, 27.67% involved drinking/drugs. More specifically, 243 persons were killed and another 4,897 were injured in alcohol-related traffic crashes in 2007. Over one in four fatal crashes involved drinking drivers. Overall, the Highway Patrol reports that 10,216 alcohol-related driving violations were issued in 2007. Of those, some 1,765 fell into the definition of a "prior/persistent offender" - one of the top ten charges filed with Missouri courts.

According to the Missouri Judicial Report Supplement for 2007, state municipal courts had 21,509 alcohol/drug-related traffic cases filed and 19,401 disposed with an additional 27,865 pending at the end of calendar year 2007.

There is no doubt that drinking and driving continues to be a significant public safety issue on Missouri's roadways. In an effort to help hold offenders accountable, Missouri courts need to employ more offender-specific enhanced accountability and management. There have been several strategies attempted, from ignition interlock to training, over the years. However, national studies show recidivism for DWI courts of around 10%, which is significantly better than other strategies. The Drug Courts Coordinating Commission has requests from the state's drug courts for over \$10 million with only \$5.3 million available to the 115 drug courts. As a result, setting aside funding specifically for DWI courts has not been an option for the Commission at this time. It is

important to note that many drug courts do serve some DWI offenders, often because alcohol is one of the multiple drugs utilized by offenders. The National Drug Court Institute considers such courts hybrid DWI courts. The judiciary currently lacks funding to implement DWI courts at this time.

### **GOALS AND OBJECTIVES:**

#### **Goal:**

To reduce recidivism of DWI offenders and promote public safety for all motorists traveling on Missouri's roadways.

#### **Objectives:**

- o To implement at least three DWI courts, and possibly more, during the grant period.
- o To reduce the recidivism rate for DWI offenders by serving an estimated 40 participants in DWI courts during the grant period.

### **RESULTS:**

DWI courts provide a cost-effective alternative to the traditional criminal justice system in addressing the risk to public safety caused by hardcore impaired drivers. There are over 200 people currently participating in DWI Court in nine stand-alone county programs (Butler, Buchanan, Franklin, Greene, Jefferson, Lincoln, Montgomery, St. Charles and Warren) and 34 drug court programs that accept DWI offenders. There have been 56 DWI court graduates so far in calendar year 2009 resulting in a program graduation rate of 75 percent.

During this grant period, four new stand-alone DWI courts have been implemented in the following counties: Butler, Franklin, Montgomery, and Warren. These programs have a current average population of 35 with the ability to expand to 50 or more. All stand-alone DWI court programs operate under best practices that are outlined in the Ten Guiding Principles for DWI Courts and are dedicated to changing the behaviors of hardcore impaired drivers through the highly successful drug court model that insures offender accountability through judicial supervision and long-term treatment.

Like drug court participants, DWI court participants learn to develop self-discipline and the skills to remain sober. They become dependable tax-paying citizens that support their families and contribute to their communities. Of the 43 DWI court participants that graduated successfully from the program in calendar year 2008, only one has recidivated resulting in a recidivism rate of only 2 percent. Research suggests that, over time, recidivism for DWI courts will be close to the 10 percent rate that is being experienced with drug court participants.

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### **FUNDING:**

154 : \$150,002.00

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

IDPC of Missouri

**PROJECT NUMBER:**

09-154-AL-80

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

1,000,000

**TYPE OF JURISDICTION:**

Urban

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Impaired Driving Prevention Council

**AGENCY CONTACT:**

Mr. Scott Bokal

**PROJECT DESCRIPTION:**

The mission of the Don't Dare Drive Impaired campaign is to promote driver safety and responsible driving while reducing the annual number of impaired driving incidents utilizing local media outlets to run "in-your-face" ad campaigns and implementing 24/7 sobriety checkpoints.

The IDPC and the participating partners will start the 2009 Don't Dare Drive Impaired campaign December 13, 2008.

In order to keep the message visible with the public, the program is designed as a three-year campaign. Based on numbers furnished by MoDOT, the goal is to reduce the number of impaired driving incidents and fatalities by 50% over the course of a three year period (or 16.66% per year), while educating the public about the growing problem of impaired driving in Missouri.

**PROBLEM IDENTIFICATION:**

According to the Missouri Highway Patrol, in 2006 there were 1096 persons killed in traffic crashes in the state of Missouri. Of the 1096 killed, 498 (45.68%) were in the 16-35 age group with 184 of these fatalities (16.88%) being in the 16-20 age group.

According to statistics provided by the Missouri Department of Transportation, from 2005 through 2007 there were 189 fatalities and 817 disabling injuries in the St. Louis region attributed to alcohol or drug impaired drivers. These represent 22.7% of the statewide fatalities and 20% of the statewide disabling injuries in Missouri attributed to impaired drivers.

Problem: Impaired Driving crashes resulting in fatalities and disabling injuries

Where: Statewide, with this program targeting the St. Louis region

When: 24 hours per day, 7 days per week

Who/What: Anyone who is impaired and operating a motor vehicle

**GOALS AND OBJECTIVES:**

Goal:

The Impaired Driving Prevention Council (IDPC), in conjunction with the St. Charles County Sheriff's Department, the St. Charles Ambulance District, and the police departments of St. Louis County, St. Louis City, O' Fallon, St. Peters and Chesterfield and will work together to reduce the number of impaired driving incidents and fatalities through an additional 33 sobriety checkpoints, educational outreach programs and public awareness campaigns.

**Objective:**

To accomplish the goal of reducing the number of impaired driving incidents and fatalities and educating the public about the growing problem of impaired driving the following resources are required:

- 1) Additional checkpoint signs that reflect the Don't Dare Drive Impaired and 24/7 sobriety checkpoint logos
- 2) Informational pamphlets will be developed to be handed out at checkpoints and used in conjunction with educational and public awareness efforts
- 3) Impaired Driving "ARRESTED" stickers that will be available for all officers in the participating agencies. These stickers will be used not only during sobriety checkpoints but at any time an impaired driver is arrested.
- 4) In-school handouts. The information for these handouts will come from the multiple agencies that are involved. These will be passed out at the in-school presentations throughout the year. The campaign will begin by doing one in-school presentation per month. During the presentation, five one-hour sessions will be conducted. These sessions will host approximately 25 - 30 students at a time.
- 5) Impact speakers - part of the educational push will be to utilize impact speakers in the schools. Persons directly affected by impaired driving will have a bigger impact on the students attending the session.

**RESULTS:**

Numerous school presentations were made during FY2009, as well as the distribution of items at schools and events with the stop impaired driving message. In addition, "arrested" stickers were printed and attached to vehicles of arrested drunk offenders, signs produced advertising "24/7" checkpoints, and several joint checkpoints were held throughout the year in conjunction with the program.

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**FUNDING:**

154 : \$90,514.22

**HS CONTACT:**

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573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Administrative Alcohol

**PROJECT NUMBER:**

09-154-AL-78

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

MO Dept. of Revenue

**AGENCY CONTACT:**

Ms. Karen King Mitchell, Director

**PROJECT DESCRIPTION:**

Department attorneys and hearing officers have long been actively involved in educational programs targeted for improving knowledge in the areas of DWI law, prosecution skills, and topics related to the science of blood alcohol testing. This education and involvement includes other areas related to the effective and knowledgeable prosecution of alcohol offenses, including commercial driver license, license issuance, accident investigation, forensics, and other driver license issues. DOR transportation attorneys will attend the Symposium on Alcohol and Drug Impaired Driving Enforcement and a DOR sponsored Attorney Training Conference. These training opportunities, combined with other courses from time-to-time sponsored by the Missouri Bar, provide DOR attorneys with the skills they need to be effective in hearing and prosecuting alcohol and drug related license cases throughout the State of Missouri.

Acquisition of electronic equipment and reference materials will assist the DOR General Counsel's Office in better communication with law enforcement, attorneys, judges, court clerks and related community. It is imperative that the attorneys in the department keep abreast of developments in the area of DWI and driver license law so as to more effectively hear and prosecute these cases.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2004-2006, 839 people were killed and 4,132 people were seriously injured in alcohol/drug related traffic crashes.

Department of Revenue attorneys and administrative alcohol hearing officers require specific training and education regarding alcohol and drug impaired and intoxicated driver issues. There is a lack of Department funding available for specialized training on DWI prosecution techniques and strategies for department attorneys. These attorneys alternate between presiding at administrative alcohol hearings (Section 302.500 et seq.); prosecuting alcohol and drug related license suspension and revocation cases statewide (Section 302.311; 577.041 "refusal" appeals; Five and Ten Year multiple DWI license denial appeals, etc.); and representing the Department on



appeals to Missouri Courts of Appeal and Supreme Court. The need for this specialized training is ongoing, given the dynamic nature of developments in DWI and related motor vehicle case law, as well as statutory and regulatory provisions. Further, as Administrative Alcohol hearings and trials de novo cases are dependant upon the admission of a breath or blood test result, Department attorneys who hear and prosecute these cases require special knowledge in the area of breath and blood testing and related toxicology and pharmacology.

The Department also lacks funding for equipment and supplies to more effectively and efficiently hear, record, decide, and timely process administrative alcohol license actions (Section 302.500 et seq.) by administrative alcohol hearing officers. Need for up-to-date reference materials to more effectively communicate with attorneys, prosecutors and judges in regard to alcohol-related license actions. This need and lack of funding source is an ongoing problem.

### **GOALS AND OBJECTIVES:**

#### **GOAL:**

To provide continuing education opportunities to DOR attorneys and hearing officers in the area of DWI.

#### **OBJECTIVES:**

- 1) Send three attorneys to the Symposium on Alcohol and Drug Impaired Driving Enforcement in Florida on June 9-11, 2009;
- 2) All DOR Attorneys will attend a DOR Attorney Training Conference held April 9 & 10 in Jefferson City;
- 3) Attend other DWI related seminars sponsored by the Missouri Bar Association;
- 4) Purchase two laptop computers, two heavy-duty staplers, and two portable/digital audio recorders for use by administrative alcohol hearing officers; and
- 5) Purchase reference materials and publications for use by the DOR attorneys and hearing officers.

### **RESULTS:**

2009 Missouri Office of Prosecution Services DWI/Traffic Safety Conference-Seven department attorneys and hearing officers attended this three-day conference in Columbia, Missouri, June 3 - 5, 2009. Extensive attorney training was provided to promote more effective prosecution of traffic offenses, including alcohol-related offenses. This program was certified for Continuing Legal Education (MoCLE) credit by the Missouri Bar for Missouri attorneys.

Trial and Appellate Practice for Effective Prosecution of Alcohol-Related License Actions-April 9 - 10, 2009, Jefferson City, Missouri. This was a two-day training seminar for DOR attorneys and hearing officers, attended by all Transportation Section attorneys from the Jefferson City, Kansas City, Clayton and Cape Girardeau offices. Training sessions included appellate court overview, mechanics, briefs, preserving the record for appeal; oral argument, expert testimony and cross examination at trial; evidentiary breath testing, and ignition interlock provisions. Presenters included Alana M. Barragan-Scott, Director, Department of Revenue; James Layton, Solicitor General, Office of the Attorney General; James Chenault, Senior Counsel, Department of Revenue; Nicole Lothen, Deputy Counsel, Office of the Governor; Chastidy Dillon-Amelung, Senior Counsel, Department of Revenue; Brian Lutmer, Senior Scientist, Department of Health and Senior Services; Lisa Renn, Supervisor, Administrative Alcohol Section, Department of Revenue; Ronald R. Hollinger, former judge, Missouri Court of Appeals; and Charles Gooch, Managing Counsel, Department of Revenue. This course was approved by the Missouri Bar for 10.0 hours Continuing Legal Education (MoCLE) credit for Missouri attorneys.

Symposium on Alcohol and Drug Impaired Driving Enforcement, June 9 - 11, 2009, St. Pete Beach, Florida. Three-day seminar attended by three DOR Transportation Section attorneys/hearing officers. Topics included instruction on Standardized Field Sobriety Testing (SFST), DUI prevention, case law update, DUID investigation, DUI cases from a defense perspective, expert witnesses, blood draws, DUI enforcement issues, evidentiary breath testing, warrants for DUI evidence, and report preparation. This course was approved by the Missouri Bar for Continuing Legal Education (MoCLE) credit for Missouri attorneys.

RESULT-Department attorneys and hearing officers received intensive, specialized training in particular areas of traffic law, with an emphasis on issues dealing with intoxication-related driving offenses and administrative alcohol license sanction processes.

Secured two (2) portable, digital audio recording devices for DOR administrative hearing officers for the purpose of recording testimony and hearing proceedings at locations throughout the state.

RESULT-These devices have assisted hearing officers in recording testimony at hearings, for preservation of the record and use when entering hearing decisions and at trial de novo.

Purchased three (3) 2009 Missouri Legal Directories, for use by Transportation Section attorneys and staff to reference current contact information for Missouri attorneys, judges and court personnel.

RESULT-The directories are being utilized to provide up-to-date contact information for attorneys, judges and courts statewide, in an effort to keep our mailing list for our Traffic Notes newsletter current, and to confirm the identification of new judges and court clerks.

Purchased two (2) high-capacity electric staplers for use by the Administrative Alcohol Hearing Section support staff, for the preparation of arrest packets for administrative hearings conducted by Transportation Section hearing officers throughout the state.

RESULT-These staplers are being utilized extensively daily for the preparation of hearing packets, and have resulted in a more efficient and effective process for providing evidence to hearing officers for use at administrative hearings.

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**FUNDING:**

154 : \$11,640.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Alcohol/Drug Impaired

**PROJECT NUMBER:**

09-154-AL-77

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

MO Dept. of Revenue

**AGENCY CONTACT:**

Ms. Karen King Mitchell, Director

**PROJECT DESCRIPTION:**

For the past number of years, the Department of Revenue, General Counsel's Office, has organized and presented law enforcement training seminars across the state. These seminars are scheduled for a four-hour session at every Missouri State Highway Patrol troop headquarters in the State of Missouri. Topics traditionally include instruction on how to prepare and testify for trial; applicable DWI case law updates; standardized field sobriety testing procedures; applicable motor vehicle and driver license legislative updates on new laws; and specific topics year-to-year on emerging issues in DWI defense and prosecution, as dictated by efforts of defense attorneys statewide. Applicable, updated materials are also provided to seminar attendees, and the courses are offered at no cost to law enforcement, prosecutors, and members of the judiciary who attend. Training is conducted by experienced practitioners in the field, including certified law enforcement, licensed members of the Missouri Bar, and technicians in their particular field of expertise.

This training is scheduled during the months of August and September annually, and is scheduled for two four-hour sessions in St. Louis, Kansas City, and Springfield, and one four-hour session each in the cities of Poplar Bluff, Willow Springs, St. Joseph, Macon, Rolla and Jefferson City. Courses will be completed by September 30, 2009.

Costs will include printing, postage and other associated costs for the Traffic Notes newsletters, Law Enforcement Seminars and Prosecutor Manuals.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,690 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2004-2006, 839 people were killed and 4,132 people were seriously injured in alcohol/drug related traffic crashes.

Alcohol and drug impaired and intoxicated drivers are avoiding criminal and civil sanction by virtue of inadequately and/or inconsistently trained law enforcement officers, statewide. There is disparity of treatment between those intoxicated drivers who submit to chemical testing and those

who refuse such testing. The experience of Department of Revenue attorneys in hearing and prosecuting alcohol-related license actions over the past twenty years has shown that, statistically, more than 50 percent of those who refuse to submit to testing never have a license suspension imposed, and less than 10 percent for those who submit to testing and test .08% BAC (.02% for minors) or above. There are inconsistent and inadequate procedures establishing cases for intoxicated drivers involved in motor vehicle crashes, particularly where injury and/or blood testing is involved. Lack of reliable, common information sources for law enforcement, prosecutors, and judges regarding changes in applicable case law, statutes and regulations dealing with intoxicated driver issues. Lack of funding for officer training by small police departments and law enforcement agencies--the training and materials resulting from these grant funds are provided at no cost to law enforcement.

## **GOALS AND OBJECTIVES:**

### **GOAL:**

The goal is to heighten awareness and educate law enforcement, prosecutors and judges in regard to developing trends in driving while intoxicated law and prosecution issues to help improve the number of offenders who suffer a license consequence or criminal sanction. Measured success may be found by an expected increase in the percentage of those arrested for alcohol or drug related offenses having a license suspension or revocation action imposed, criminal conviction, or both.

### **OBJECTIVES:**

1. Provide law enforcement training seminars across the state; and
2. Produce and disseminate quarterly newsletter.

## **RESULTS:**

Department of Revenue Law Enforcement Seminars--Consisted of a four-hour presentation covering Missouri DWI Case Law Update (Jim Chenault, DOR Senior Counsel, presenter); Breath Alcohol and Court Testimony on Evidentiary Foundation issues (Brian Lutmer, Missouri DOHSS, presenter); and Missouri Legislative Update/Administrative Alcohol processes/New Ignition Interlock Provisions (Charles Gooch, DOR Managing Counsel, presenter). Due to time constraints experienced in past years, three sessions (versus four) were conducted, each 80 minutes in duration. Fourteen training courses were conducted at eleven locations (nine at various Missouri State Highway Patrol headquarters) statewide, July, August and September 2009. A new location was added this year in Hannibal, and we again made a presentation at the Cape Girardeau location (added in 2008). A combined total of 427 law enforcement officers, judges and court personnel attended the sessions, which represented an increase of over 125 attendees from 2008. Approximately 500 updated DOR Law Enforcement Seminar manuals (250+ pages) for 2009 were distributed to attendees and others in the law enforcement field and judiciary.

RESULT--Over 425 law enforcement officers, judges and court personnel were trained on updated case law, statutory amendments, DWI and Administrative Alcohol processes for arrest, evidentiary testing, appeal, and reporting. The program was certified by the Missouri State Highway Patrol for 4.0 total hours of P.O.S.T. Continuing Education credit (technical and legal) for law enforcement, and by the Missouri Bar for 4.0 hours of required annual Continuing Legal Education (MoCLE) credit for attorneys and judges.

DOR "Traffic Notes" Newsletter--Two editions, December 2008, and June 2009, were produced. These issues covered various traffic-related topics ranging from Administrative Abuse and Lose provisions; Administrative Alcohol hearing processes; use of warrants for evidentiary blood

draws; new Ignition Interlock provisions; and DWI case law and legislative updates. Each issue of the newsletter was published in a six-page format with photographs and distributed in all 114 Missouri counties to over 1,600 judges, prosecuting attorneys, law enforcement and court personnel.

**RESULT**--Over 1,600 judges, prosecutors, law enforcement and court personnel provided with updated information on driver license and motor vehicle-related issues in the state of Missouri, together with contact information for assistance.

**DOR Presentations at Conferences**--Nominal expenses were incurred for presentations by members of the Department of Revenue, General Counsel's Office at the 2008 Judicial College training for Missouri judges, October 22, 2008, Kansas City, Missouri; Missouri Police Chiefs Association (MOPCA) conference, May 11, 2009, Osage Beach, Missouri; Missouri Associate and Circuit Judge Association (MACJAA), May 20, 2009, Osage Beach, Missouri; 2009 Missouri Office of Prosecution Services (MOPS) seminar, June 3, 2009, Columbia, Missouri; LETSAC presentation, Lake Ozark, Missouri, July 17, 2009; MoBar Small Firm and Solo Practice seminar, July 24, 2009, Osage Beach, Missouri (all by Charles Gooch, Managing Counsel); and training sessions at the Missouri State Highway Patrol Academy, Jefferson City, Missouri, and MOPS conference (Jim Chenault, Senior Counsel).

**RESULT**--It is conservatively estimated that over 1,000 Missouri attorneys, judges, prosecutors and law enforcement officers were trained on various administrative license actions, with a focus this year on the new Ignition Interlock Device (IID) provisions, effective July 1, 2009, and on emerging DWI and administrative alcohol and commercial driver license (CDL) issues.

2009 Missouri State Highway Patrol Academy training sessions on DWI law updates and Standardized Field Sobriety Test (SFST) administration--(Jim Chenault, Senior Counsel) at Jefferson City, Missouri General Headquarters. Mandatory training sessions for Highway Patrol cadets, with a focus on DWI defense tactics; case law updates on DWI issues; best practices for Alcohol Influence Report drafting and DWI arrest/evidentiary tests for blood alcohol concentration/blood draws. Training materials including case law updates and Alcohol Influence Report preparation instruction.

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#### **FUNDING:**

154 : \$11,966.25

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

FY2009 Highway Safety

**PROJECT NUMBER:**

09-154-AL-76

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Traffic Safety Prosecutions

**AGENCY NAME:**

MO Office of Prosecution Services

**AGENCY CONTACT:**

Acting Director

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**PROJECT DESCRIPTION:**

This project will provide continuing legal education programs, technical assistance, and other resources to Missouri prosecutors to improve their ability to prosecute violations of Missouri's traffic safety laws. The Missouri Office of Prosecution Services has received contracts from the Highway Safety Division to fund the Traffic Safety Resource Attorney project since fiscal year 2005. The MOPS office proposes to continue this project for the upcoming fiscal year.

A) PERSONNEL: MOPS will provide an experienced attorney to act as the Traffic Safety Resource Prosecutor and to provide training, technical assistance, reference materials, consultation and assistance with complex prosecutions, and other general guidance to Missouri prosecutors. In addition, this attorney will serve as a liaison with relevant committees, task forces and victim advocacy groups.

The salary has been determined commensurate with experience and was set at \$58,916 for fiscal year 2008. The request for fiscal year 2009 will be set at \$65,000 through June 30, 2009, which will be estimated at a five percent increase. Fringe benefits are estimated according to the Office of Administration guidelines but are subject to change during the fiscal year.

This attorney will provide technical assistance and serve as a consultant to Missouri prosecutors and law enforcement officers through telephone assistance, email, and personal visits to prosecutor offices as necessary. For this reason, the supporting budget will include amounts for general operations including, but not limited to, phone charges, office and training supplies, equipment, postage, and professional dues.

This attorney will remain current on traffic safety issues and problems in Missouri and nationally by visiting prosecutor offices, attending task force and committee meetings, attending local and national traffic safety conferences, and attending meetings with local and national traffic safety partners. For this reason, the supporting budget will include amounts for travel including, but not limited to, attending conferences within Missouri, visiting local prosecuting attorneys' offices, attending task force and committee meetings, assisting in training at Missouri DRE schools, assistance with other prosecutor or law enforcement training, participating in the MOPS statewide and Elected Prosecutor training, attending national traffic safety conferences, attending meetings of the National Association of Prosecutor Coordinators, and attending meetings of Traffic Safety

Resource Prosecutors from around the nation.

**B) TRAINING PROGRAMS:** MOPS will provide continuing professional education programs for Missouri prosecutors and law enforcement officers to improve their ability to investigate and prosecute traffic safety violations. This will include both basic training for new prosecutors and advanced training to improve the ability to investigate and prosecute more complex cases. The potential training audience will be county prosecuting attorneys and staff, full time municipal prosecutors, law enforcement officers, circuit, associate circuit and municipal judges, and other related traffic safety personnel. The training offered will include, but not be limited, to:

- 1) a general traffic safety conference available to all Missouri prosecutors and law enforcement officers as well as other traffic safety organizations and professionals;
- 2) a trial advocacy program focusing on complex traffic safety prosecutions which will consist of lectures on effective prosecution techniques, particularly focusing on impaired driving issues;
- 3) a "Protecting Lives, Saving Futures" course for newer prosecutors and law enforcement officers covering basic issues of DWI enforcement and prosecution, and focusing on building relationships and improving communication between prosecutors and officers;
- 4) half or full-day in-service workshops, scheduled as needed or upon request, for prosecutors and law enforcement officers; and
- 5) additional workshops or conferences focusing on new or emerging issues, scheduled as necessary.

Registration fees may be charged for some or all of these programs to cover costs not payable from federal funds. Examples of costs include meeting room expenses, rental of A/V equipment, meals, breaks, conference materials and supplies, MOPS staff expenses, speaker fees and travel expenses. Additionally, funds are sought to offer scholarships for attendance at training programs for agencies that have limited training budgets including, but not limited to, the Missouri Highway Patrol and the Missouri Department of Revenue.

**C) REFERENCE MATERIALS:** A major goal of the Traffic Safety Resource Prosecutor project is to produce and provide quality, up-to-date legal materials to assist prosecutors, law enforcement officers and other traffic safety professionals to more effectively investigate and prosecute traffic safety cases. This will include a newsletter, to be published at least quarterly, with case law, administrative and legislative updates, development of PowerPoint and other computer based training in the area of traffic safety, a DWI and Major Traffic Safety Offense manual. This may also include the purchase of manuals or other reference materials that may be necessary. The supporting budget will include amounts for reference materials including, but not limited to, the printing of newsletters and other reference materials, the distribution of reference materials, and the purchase of manuals or other materials.

**D) TRAFFIC SAFETY LIAISON ACTIVITIES:** The Traffic Safety Resource Prosecutor will also act as a dedicated liaison between the state's prosecutors and the traffic safety community to work for better coordination in the investigation and prosecution of traffic safety violations. It is assumed that no additional resources will be required for these activities.

### **PROBLEM IDENTIFICATION:**

Missouri loses approximately 1000 people every year in traffic crashes, many of these fatalities are alcohol-related. Missouri set a goal of reducing crash fatalities to 1000 or fewer by 2008. Although this goal was reached one year early, in 2007, much work remains to be done to reduce the number of people who are killed on Missouri highways. One effective strategy for reducing these fatalities is to deter the behavior that causes them-driving while intoxicated, speeding, and

failing to wear safety belts. One way to deter such behavior is effective prosecution of those who commit these and other traffic safety offenses.

Impaired driving cases can be among the most difficult to prosecute due to the technical and scientific evidence involved and the general inclination of juries to disregard the serious nature of these offenses. Prosecutors often do not have technical expertise in these areas or access to necessary resources.

In contrast, a highly specialized DWI defense bar has developed in Missouri. Because DWI defendants are often willing to spend thousands of dollars to defeat DWI charges, the defense bar has access to training and resources that are out of the reach of most prosecuting attorneys.

Thus, there is a need in Missouri for an accessible source for training, information and other resources on impaired driving and other traffic safety issues. This training needs to be consistent, continual and progressive.

The Traffic Safety Resource Prosecutor Project has provided the necessary training and resources. It is important to continue this project as new issues and challenges are raised almost daily in the prosecution of impaired driving offenses. Moreover, due to high turnover rates in prosecuting attorney's offices, there is a constant stream of new and inexperienced attorneys handling impaired driving cases.

### **GOALS AND OBJECTIVES:**

This goals of this project are to provide continuing legal education programs, technical assistance, and other resources to Missouri prosecutors to improve their ability to prosecute violations of Missouri's traffic safety laws.

### **RESULTS:**

This project provides for a dedicated attorney to focus on traffic safety issues, particularly impaired driving, in order to serve as a resource to other prosecutors and law enforcement officers on these issues. The goals of the project are to present training programs, provide reference materials, act as a traffic safety liaison, and provide technical assistance upon request. This was the fifth year of a grant originally awarded in October 2004.

#### **I. Training Programs**

Pursuant to the grant award, funds were received to conduct one general traffic safety conference available to all Missouri prosecutors and law enforcement officers, one trial advocacy program related to highway safety, one "Protecting Lives, Saving Futures" course, and up to six other workshops to provide training on relevant issues. These goals were achieved in FY09 as described below.

##### **A. DWI/Traffic Safety Conference**

This annual conference was held from June 3-5, 2009, in Columbia. Approximately 80 law enforcement officers, 30 prosecutors, and other traffic safety advocates attended this conference. The attendees received training on effective DRE testimony, effective use of in-car cameras roadside and in the courtroom, searches incident to arrest after Gant, impaired driving fatalities and HIPAA, foreign nationals and counterfeit documents, and responding to novel defenses.



South Dakota Attorney General Larry Long agreed to present the keynote speech on the 24/7 Sobriety Program he started in his state. In addition to the conference attendees, representatives from the Missouri Department of Corrections, Missouri Attorney General's Office, and one state representative attended this presentation.

#### B. Prosecuting the Impaired Driver

This course was held in Kansas City from September 16-18, 2009. Twenty-two prosecutors from around the state attended this trial advocacy course, which focused on the effective prosecution of impaired drivers. Students received training on the SFST validation studies, responding to common defense challenges to HGN, effective direct and cross examination, impaired driving case law and legislation, preparing for expert witnesses, using visual aids in a DWI trial, responding to common defense challenges, effective jury selection, and the role of toxicology in the impaired driving case.

#### C. Protecting Lives, Saving Futures

This conference was held from February 25-27, 2009, in Columbia. This conference brought together 11 prosecutors and 18 law enforcement officers to receive training on how DWI investigations and prosecutions can be improved with effective communication and teamwork. At this conference, attendees received training on the detection of impaired drivers, overcoming common defense challenges, pretrial preparation, writing an effective DWI report, understanding standardized field sobriety testing, direct and cross examination, laying the foundation for DWI evidence, breath testing challenges. The students also participated in a controlled drinking workshop, which allowed them to witness intoxicated subjects performing standardized field sobriety tests.

#### D. Other Workshops

Seven other courses and workshops were presented in FY09. In conjunction with various law enforcement agencies, five ARIDE (Advanced Roadside Impaired Driving Enforcement) classes were conducted around the state. On December 3-4, approximately 30 police officers attended a course hosted by the Lee's Summit Police Department. On February 9-10, 22 law enforcement officers and one prosecutor attended a class at the Audrain County Sheriff's Department. On February 12-13, 14 law enforcement officers and 1 prosecutor attended a class at the Cape Girardeau Police Department. On March 12-13, the Washington Police Department hosted a class attended by 20 law enforcement officers. And, on May 18-19, 20 law enforcement officers attended a class hosted in conjunction with the Harrisonville Police Department and Cass County Prosecuting Attorney's Office.

The Missouri Refusal Summit was held on April 17, 2009, in Kansas City. This one-day training focused on strategies for getting a chemical test in the face of a refusal and how officers and prosecutors could proceed if these strategies were unsuccessful. The attendees heard presentations on South Dakota's repeal of its implied consent provisions, the "No Refusal" holiday and weekend program in Texas, and the Arizona law enforcement phlebotomy program. There were also presentations on how to make a good arrest in a DWI case where the suspect refuses all testing and how to effectively prosecute a refusal case. Approximately 100 law enforcement officers and 50 prosecutors attended this summit.

The Ignition Interlock Symposium was held on September 25, 2009, in Columbia. This training focused on Missouri's new ignition interlock requirements. Attendees heard presentation on our new laws and regulations, what road officers need to know about the devices when they encounter them in an enforcement context, and anti-circumvention features of the devices. Approximately 50 law enforcement officers and 8 prosecutors attended this training.

#### E. Other Training

In addition to the above training programs that were planned and funded with the grant, a session was conducted on teamwork and communication for law enforcement officers and prosecutors at the Meeting of the Minds conference hosted by Partners in Prevention. This conference was held on April 3 in Kansas City.

Speakers were also arranged for the two statewide training programs offered for prosecutors by the Missouri Association of Prosecuting Attorneys. Arrangements were made for David Wallace, Director of the National Center for DWI Courts, to speak at the spring conference in April to Missouri prosecutors about the promise of DWI courts. Approximately 250 prosecutors attended this presentation. At the fall conference in September, arrangements were made for Jared Olson, the Idaho Traffic Safety Resource Prosecutor, to speak to prosecutors about responding to defense challenges to field sobriety tests and for Shawn Clawson, a Springfield police officer, to speak about making a DWI case with a suspect who refuses all testing.

## II. Reference Materials

Pursuant to the grant award, funds were received to provide quality, up-to-date legal reference materials to prosecutors and law enforcement officers. This goal was achieved in FY09 as described below.

#### A. Newsletter

Traffic Safety News was published approximately every two months. These newsletters were distributed to prosecutors, law enforcement officers, and other interested traffic safety professionals in October and December 2008, and February, April, June, and August 2009. These newsletters contained case law and legislative updates, training announcements, and other information and articles pertinent to traffic safety. The newsletters are sent out in electronic format. At each training seminar conducted, a list was available for any interested person to sign up for the newsletter.

#### B. Predicate Question Manuals

Manuals containing sample direct examinations for all phases of a DWI case were prepared and distributed at several training programs.

#### C. Legislative Update

A detailed summary of legislation that was passed in the 2009 legislative session relating to traffic safety was prepared and distributed electronically.

#### D. DWI and Traffic Offense Manual

Work continued on a comprehensive DWI and traffic offense manual for prosecutors. Several chapters have been completed.

#### E. Miscellaneous Reference Materials

In FY09, memorandums, briefs and articles were prepared on emerging issues. In November, the TSRP assisted Camden County in preparing an appellate brief on lingering issues created by the Missouri Supreme Court ruling in *Turner v. State*. In March, she authored an article on the value of the ARIDE training program for law enforcement officers and prosecutors. This article was published in the June edition of *Between the Lines*, the quarterly newsletter of the National Traffic Law Center. In April, a memorandum was distributed on the potential impact of the United States Supreme Court decision in *Arizona v. Gant*. In July, a sample response was prepared to address a motion being filed around the state challenging the Department of Health and Senior Services' continued authority to issue breath testing permits in light of an executive order which purported to transfer this authority to the Missouri Department of Transportation. In August, a memorandum was prepared for Missouri prosecutors detailing the state of the law on use of prior offenses to enhance DWI sentences based on new legislation and case law.

#### III. Traffic Safety Liaison

Pursuant to the grant, a major goal of the Traffic Safety Resource Attorney project was to serve as a liaison between the state's prosecutors and the traffic safety community. This goal was achieved through participation in the Missouri Coalition for Roadway Safety activities. The TSRP also attended meetings of the DRE Advisory Board, served as a member of the Impaired Driving Subcommittee of the Missouri Coalition for Roadway Safety, and attended board meetings of the Law Enforcement Traffic Safety Advisory Council. The TSRP also attended the Youth Strategic Advance as a member of the prosecution and adjudication group and was interviewed as part of the motorcycle assessment conducted by NHTSA.

The TSRP participated in several local, state and national conferences and meetings, including the IACP International Conference on Drugs and Driving held in Little Rock, AR, the Lifesavers Conference held in Nashville, TN, the Spring and Fall Statewide conferences presented by the Missouri Association of Prosecuting Attorneys, the Summer and Winter Conferences of the National Association of Prosecutor Coordinators, the IPTM Symposium on Impaired Driving in St. Pete's Beach, FL, the Illinois Ignition Interlock Symposium, and the national TSRP training held in St. Louis.

#### IV. Technical Assistance

The final goal of the traffic safety resource prosecutor project was to provide technical assistance to prosecutors and law enforcement officers upon request. In FY09, approximately 160 requests for technical assistance were received from prosecuting attorney's offices and law enforcement agencies around the state. In response to these requests for assistance, appellate briefs and research memorandums were drafted, information was provided on expert witnesses, jury instructions were drafted, appropriate charging was discussed, and information and materials were provided on various impaired driving topics.

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#### FUNDING:

154 : \$176,774.94

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Law Enforcement Training

**PROJECT NUMBER:**

09-154-AL-75

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law enforcement professionals

**AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Colonel James Keathley

**PROJECT DESCRIPTION:**

The Missouri State Highway Patrol Academy will offer the following training programs and/or attend national training programs:

D.R.E. Recertification Training  
D.R.E. Instructor Training  
D.R.E. National Annual Conference  
D.R.E. School  
BAC Type II  
BAC Type III/SFST  
SFST Instructor

For all training programs offered by the Academy, the Academy will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, and provide P.O.S.T. CEU's.

**PROBLEM IDENTIFICATION:**

The Missouri State Highway Patrol Academy has been involved in training peace officers in a wide variety of traffic safety courses including Basic Crash Investigation, Advanced Crash Investigation, Crash Reconstruction, Crash Reconstruction Retraining, Motorcycle/Pedestrian Crash Investigation, Commercial Vehicle Crash Investigation, Energy Methods & Damage Analysis in Crash Reconstruction, Radar Operator, Radar Instructor, DWI Detection, Blood Alcohol Content (BAC) Type II and Type III, Standardized Field Sobriety Testing (SFST), SFST Instructor, Emergency Vehicle Operations Course (EVOC), and EVOC Instructor. Beyond these schools, which have so greatly impacted many of Missouri's police agencies, the Academy has been able to properly train its instructors through the use of limited Highway Safety funds. The funds have ensured the quality of training received by the agencies of our state is up-to-date and credible.

When budgets are cut, it is often training that gets cut first. Many law enforcement departments, large and small, are better able to train their people in specialized areas (those areas where only a select few within the department receive formal training) when the cost is not prohibitive. By receiving assistance in tuition support from the Highway Safety Division, the Academy is able to

offer specialized courses at a reduced rate without losing the quality that the Academy demands and the MoDOT Highway Safety Division expects.

In order to effectively enforce the traffic laws of the state, Missouri's peace officers must have access to state-of-the-art, credible training in specialized courses. This type of training is expensive and also time consuming. Some traffic safety issues, however, are one-time situations that can be addressed with very limited training (e.g., passage of new laws, procedural changes, etc).

### **GOALS AND OBJECTIVES:**

#### **GOAL:**

The goal of this project is to provide technical and advanced level training to law enforcement personnel across the state in the area of impaired driving.

#### **RESULTS:**

The Missouri State Highway Patrol Training Division conducted six different alcohol-related training programs and sent two officers to the annual DRE National Conference with the assistance of the funds provided under this grant. A total of 130 students attended the training sessions and POST continuing education hours were awarded in all of the courses presented.

The following courses were held during fiscal year 2009. The course and actual number of students attending each class is listed: BAC Type II - 13; BAC Type III/SFST - 56; Annual DRE National Conference - 2; DRE Certification - 24; DRE Instructor - 5; DRE Recertification - 18; and SFST Instructor - 12.

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#### **FUNDING:**

154 : \$51,940.00

#### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**  
Youth Alcohol - ASAP

**PROJECT NUMBER:**  
09-154-AL-74

**PROGRAM AREA:**  
154 Alcohol Project

**JURISDICTION SIZE:**  
5,000,000

**TYPE OF JURISDICTION:**  
Statewide

**TARGETED POPULATION:**  
Young Drivers / Underage Drinking

**AGENCY NAME:**  
MO Div. of Alcohol and Tobacco Control

**AGENCY CONTACT:**  
Mr. Gene Lacy

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## PROJECT DESCRIPTION:

The Alcohol Safety Awareness and Prevention (ASAP) project is an educational and enforcement project designed to reduce the number of minors attempting to purchase alcoholic beverages and to increase the community's awareness on the issue. ASAP is aimed at prevention as well as enforcement. There are 4 main enforcement components in the program - Badges in Business, Server Training, Party Patrol/JETs, and Compliance Checks - and the program has focused on certain prime times, or high incident events, when underage drinking is consistently problematic, such as proms, graduations, sporting events, holiday weekends and community festivals. Each of the Division of Alcohol and Tobacco Control's three enforcement districts pre-select communities within their areas that have demonstrated persistent problems with underage drinking. Information and statistical data from Highway Safety will be utilized to determine problem areas. The district targets a particular high risk event, or a particular time period during which underage drinking is a consistent problem, and saturates the area with public awareness information, education programs, and enforcement efforts. After a target has been selected, an enforcement strategy and partnership with local law enforcement is coordinated.

**Badges in Business:** Alcohol and Tobacco Control Agents will pose as employees or customers in retail alcohol establishments for the purpose of enforcing Missouri's liquor control laws which prohibit the sale of alcoholic beverages to minors. This program allows retailers, local law enforcement and the Division of Alcohol and Tobacco Control an opportunity to form a partnership to curb underage alcohol consumption. Minors who show fake identifications or who otherwise attempt to purchase alcohol will be arrested and prosecuted by local authorities. This program has been very successful in building good working relationships between the Division of Alcohol and Tobacco Control and licensed establishments throughout the state.

**Server Training:** This educational workshop will be performed by a designated Alcohol and Tobacco Control Agent and will provide licensees, their employees and local law enforcement agencies with a clearer understanding of state liquor laws. This program's primary purpose is to prevent violations by educating and informing alcohol sellers of their responsibilities and encouraging them to make responsible decisions. The focus of this training will be on illegal sales to minors, fake IDs, demonstrations on age verification devices, sales to intoxicated persons, third party sales, after hours sales, delivery and consumption of alcohol, and limitations on "happy hours."

Party Patrol/JET (Joint Enforcement Teams): During a special, high-incident neighborhood event, the Division of Alcohol and Tobacco Control will join forces with local law enforcement to establish a visible presence in the community and at the special event. Division Agents will "patrol" and saturate the event and surrounding community. On occasion, in order not to compromise the identity of local agents who primarily work undercover, the Division will provide agents from neighboring districts. The Agents will check identifications and issue summonses or violations as they occur. Party Patrol will include patrols for third-party sales, and Agents will issue summonses to adult providers as those incidents occur. Agents will also enforce house party laws by arresting those who host underage drinking on their property. Although the primary purpose of the party patrol is to establish a presence to deter the sale and consumption of alcoholic beverages to minors, the Agents will be in constant communication with local law enforcement and therefore will be able to report and assist in the deterrence of any unlawful activity. The Division will also meet with local law enforcement and community organizations sponsoring the event to coordinate enforcement efforts and to establish procedures and protocols. Many areas of the State experience certain time periods, not necessarily tied to a particular event, during which underage drinking is a particular problem. This is especially true in small- and medium-sized communities. Small Party Patrol teams and/or JETs will combat underage drinking in these situations. Local law enforcement agencies and communities routinely contact the Division for the Division's expertise. Often, this occurs after increases in alcohol-related traffic crashes involving minors or increases in DWI incidents involving minors. The Division will join forces with local law enforcement and communities in these cases, to establish a presence in the community for a designated time period and to increase public awareness of underage drinking and its consequences. The Division will meet with local law enforcement and community organizations to coordinate enforcement efforts and to establish procedures and protocols.

Depending upon the size of the community and of the local law enforcement agency, the Division will partner with that agency to the extent feasible and establish enforcement "teams" which will focus exclusively on underage drinking enforcement for the designated weekend or other time period. JET's will include walkthroughs of licensed establishments and patrols for third party sales, and teams will specifically patrol parking lots and sites where underage minors congregate. Through the partnership with local law enforcement, Agents will also be able to report and assist in the deterrence of any unlawful activity. The Division will use press releases and other announcements to inform the general public of the Division's presence when viewed as necessary by the District Supervisors.

College and resort communities will continue to be areas of primary concern. Once any area has been targeted, the Division of Alcohol and Tobacco Control will begin by offering Server Training to the licensees and employees of alcohol establishments in and around the selected area. These classes will be performed throughout the year as needed. At the selected time, Badges in Business, Party Patrol, and/or JETs will saturate that area for a specific time period. The District will attempt to perform as many investigations as possible, using staff assigned to the district as well as staff available from other districts.

Compliance Checks: Compliance Checks are the most effective way to reduce the number of sales to minors. This program is a great enforcement tool for areas that usually don't get the attention from the traditional ASAP program. The project components are: A Division employed minor will attempt to purchase alcohol from licensed establishments under direct supervision of two or more Agents. The attempted buy will be monitored by an audio recording and an undercover



Agent. If a buy is made, the Agent will then issue the clerk a summons for sale of alcohol to a minor. This program will be governed by State Law and the Rules and Regulations of the Supervisor of Alcohol and Tobacco Control.

**PROBLEM IDENTIFICATION:**

ASAP (Alcohol Safety Awareness and Prevention)

Missouri, like many other states, is plagued with accidents by inexperienced young drivers. These inexperienced young drivers often make poor decisions before getting behind the wheel. Immature decisions often have disastrous consequences, especially when young inexperienced drivers and alcohol mix.

For Missouri in 2007, 30 people were killed and 737 were injured as a result of underage drivers under the influence of alcohol. (Highway Patrol, 2008)

Nationwide, the rate of fatal crashes among alcohol-involved drivers between 16 and 20 years old is more than twice the rate for alcohol-involved drivers 21 and older. (National Institute on Alcohol Abuse and Alcoholism, 2008)

Drivers are less likely to use seat belts when they have been drinking. In fact, 64% of young drivers involved in fatal crashes who had been drinking were unrestrained. (SADD, 2008)

Young drivers are overrepresented in traffic crashes. Drivers under the age of 21 comprise of 10% of the licensed drivers, but were in nearly 30% of the traffic crashes. (savemoyouth.com, 2008)

28.5% of high school students nationwide had ridden one or more times in a car or other vehicle driven by someone who had been drinking alcohol. (SADD, 2008)

Among 12- to 20-year olds, more than 32 % reported past month alcohol consumption in Missouri. (We don't serve teens campaign, 2007)

In 2007, 82.6 % of tenth graders and 92.2 % of twelfth graders reported that alcohol is "very easy" or "fairly easy" to get. (MADD, 2008)

More than half (58%) of 12th graders report having been drunk. (SADD, 2008)

Underage drinking is estimated to account for between 12% and 20% of the U.S. alcohol market. (Georgetown University, 2008)

In Missouri alone, there were over 374 million dollars in underage alcohol sales in 2007 (jointogether.org, 2008)

Underage alcohol use is more likely to kill young people than all illegal drugs combined. (National Institute on Alcohol Abuse and Alcoholism, 2008)

A University of Missouri study found that college students with fake IDs were five to six times more likely to go on a heavy drinking binge at least once a week.

One of the primary missions of the Division of Alcohol and Tobacco Control is to reduce the availability of alcohol to minors and the consumption of alcohol by minors. The enforcement

strategies that the Division uses to accomplish this mission are the same as those proven effective by the OJJDP. Eleven years ago, the Division implemented the Alcohol Safety Awareness and Prevention (ASAP) project, a comprehensive enforcement project incorporating almost all of the enforcement strategies evaluated by the OJJDP.

With the support of other law enforcement agencies, community organizations and alcohol beverage retailers, this project has been highly successful. The Division will continue to utilize the ASAP project as an educational and enforcement tool and will enhance and improve the program in the coming year. Although progress has been made in reducing underage drinking, "[i]f that progress is to be maintained and continued, the issue must be given even wider visibility, and the public and policymakers must develop a more complete understanding of the problems and the costs."

Early intervention by Alcohol and Tobacco Control to correct or even prevent underage alcohol use is a critical element in making Missouri's highways safer. If drinking and driving issues can be corrected early, then Missouri will not have to suffer any unnecessary consequences resulting from poor decisions.

The simplest justification of the ASAP program is as follows: Missouri's youth that chose to use alcohol don't drink at home. They use Missouri's roadways to go somewhere to take part in the illegal use of alcohol. That is why ATC's enforcement efforts and preventive measures are vital in making our highways a safer place for everyone.

## **GOALS AND OBJECTIVES:**

### **Goal # 1**

To reduce the number of minors attempting to purchase alcoholic beverages, increase retailer compliance with liquor laws and develop community awareness on the issues of underage drinking and sales to intoxicated persons.

### **Objectives**

The Division will increase compliance with state liquor laws and community awareness on issues related to underage drinking by providing educational, preventive and enforcement programs to communities with persistent problems. Each of the Division's three enforcement districts will choose target sites within their areas that have demonstrated a need for attention. The Division intends to focus on those areas which have demonstrated persistent problems with underage drinking. College and resort communities will be a primary focus. Saturations will take place during peak periods, such as the opening of fall classes in college communities, prom nights, holidays in metropolitan areas and summer weekends in resort areas. Licensees within those areas will be contacted and encouraged to participate.

Each district will select an area of need and coordinate an appropriate enforcement strategy, which may include Server Training, Badges in Business, Party Patrol, JETs, and/or Controlled Buys. When possible, the ASAP project will be coordinated with local law enforcement agencies and their sobriety checkpoints.

During the targeted event Badges in Business, Party Patrol, and JETs investigations will saturate that area for a specific time period. The district will attempt to perform as many investigations as possible, depending upon the size of the community and of the event, using both their personnel

and any personnel necessary and available from other districts. The saturation will usually last one or two nights (depending on funding and availability).

Each Badges in Business investigation will usually have at least two to three Agents present during the operation.

It is suggested that more than one Agent be present to ensure officer safety and more successful prosecution. During the investigation the Agents will observe the premise and pose as patrons or employees, but will not participate in alcohol sales. As underage patrons enter the premise and attempt to purchase alcohol, the licensee or his employee will first check the youths' identifications. If the employee feels an identification is false or a youth is underage, then an Agent will question the youth and check his identification, using the age verification device with other methods. Once the Agent determines that the youth is underage, the Agent will issue the youth a summons for violation of the state's liquor control laws.

In addition, the Division's Party Patrol unit or JETs will have agents patrolling the target area. The agents will partner with local law enforcement and neighborhood associations.

The Division will also conduct random Compliance Checks at various locations across the state. The Compliance Checks will assist the community in finding problematic retailers and increase community awareness of the underage accessibility of alcohol.

#### Goal # 2

To properly educate owners of liquor establishments, employees, local law enforcement agencies, community organizations and schools by providing information and educational workshops that will result in a clearer understanding of the state liquor laws.

#### Objectives

The Division will conduct Server Trainings to educate retailers and law enforcement on Liquor Law. This program will help renew the commitment between the retailer and law enforcement in the prevention of underage drinking and other liquor law violations. The Division will also provide an ID Checking Guide to enforcement personnel and to licensees who attend Server Training. These Guides detail acceptable forms of ID in all 50 states. They are indispensable to Agents in their work. Retailers also rely extensively on these Guides in the daily operation of their businesses and the Guides will prove indispensable to licensees. The Division will also provide a lawbook to licensees who attend Server Training.

#### Goal # 3

Increase community awareness of the dangers of underage drinking.

#### Objectives

Raising public awareness of underage drinking problems and consequences is vital to efforts to combat it. As part of the Division's efforts through ASAP, the Division will create and disseminate to local broadcasters the results from area saturations and compliance checks.

#### **RESULTS:**

During the course of the grant year the Division conducted 97 Server Trainings across the state that trained 4,372 people.

The Division conducted 397 Badges in Business programs that resulted in 175 arrests (nearly double the arrests of FY2008).

The Division conducted 572 Compliance Checks throughout the state utilizing Highway Safety funds. 182 of the 572 checks sold alcohol to the Compliance Inspector. This equates to 32% noncompliance in regard to retailer selling alcohol to minors. This represents a 6% drop in the amount of noncompliant checks as compared to FY2008 and an 11% drop in noncompliance as compared to FY2007 (in FY2007, 43% of retailers checked were found to be noncompliant and in FY2008, 38% were found to be noncompliant). A drop in the noncompliant rate indicates that the program is working. We hope in 2010 to lower the noncompliant rate even lower through awareness, training, saturations and compliance checks.

During FY2009, the Division's Agents conducted Party Patrol/JET saturations at the following events. (The following numbers do not include all Party Patrol/JET programs, but represents a small sample of the target areas to show the variety of events where Agents have a visible presence. The number of arrests may include some BIB, CC arrests and/or some assisted arrests since Party Patrols/JETs are an all-encompassing enforcement project.):

1. Kansas City Arrowhead Stadium (10/04/08) = 10 arrests
2. Maryville Bar Saturation (10/07/08) = 8 arrests
3. Warrensburg Bar Saturation (10/25/08) = 15 arrests
4. Columbia - MU Homecoming (10/25/08) = 23 arrests
5. Columbia - MU Last Home Football Game (11/08/08) = 18 arrests
6. St. Louis - Mardi Gras (02/21/09) = 43 arrests
7. St. Louis - St. Patrick's Day Parade - Dogtown (3/17/09) = 10 arrests
8. St. Joseph Party Patrol (04/18/09) = 15 arrests
9. Columbia - Close of MU Semester (05/15/09) = 9 arrests
10. Independence Bar Patrol (06/16/09) = 9 arrests
11. Kansas City Royals Baseball Patrol (06/18/09) = 4 arrests
12. Missouri State Fair (08/20&21/09) = 7 arrests
13. Montgomery County Fair (07/25/09) = 2 arrests
14. Washington Town and Country Fair (08/06&08/09) = 6 arrests
15. Bevier Homecoming (08/07/09) = 2 arrests
16. Columbia - MU Start of School (08/21/09) = 9 arrests

Over 746 arrests were made utilizing ASAP funds in FY09

#### STEPS TAKEN TO IMPROVE THE ASAP PROJECT IN FY2010

In prior years (including FY09), the ASAP program collected arrest data but did not capture any other data to show enforcement productivity. In FY10, ATC will collect three other data categories to improve accountability of Highway Safety funds:

1. Services Rendered = an official enforcement function to track the number of contacts an Agent makes with the public, retail employees, retail licensees, Government Officials (including other Law Enforcement Officers) and members of the press to promote the ASAP program in an effort to prevent underage drinking and over-service to patrons;

2. Identifications Checked = in prior years the ASAP program only collected the number of IDs checked during a Badges in Business and not on Party Patrols and JETs; and
3. Identifications Seized = this will help us understand how many minors use altered, borrowed, or counterfeit IDs to purchase and/or possess alcohol.

We recently revised our Server Training Program to give the server a more comprehensive and interactive learning experience. Trainings for package servers and by-the-drink servers are held separately to focus on what's important for the particular server.

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**FUNDING:**

154 : \$425,750.00

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

ThinkFirst Missouri

**PROJECT NUMBER:**

09-154-AL-71

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

University of MO Curators

**AGENCY CONTACT:**

Mr. Zack Odem

**PROJECT DESCRIPTION:****BACKGROUND**

ThinkFirst is an award-winning, statewide trauma prevention program of the University of Missouri-Columbia, School of Medicine, Department of Physical Medicine and Rehabilitation. The mission of ThinkFirst Missouri is injury prevention through education.

ThinkFirst provides trauma prevention education to Missouri schools, worksites, and community organizations. The primary goal of the program is to reduce the number and severity of traffic crashes involving young drivers, young passengers, and adult drivers by increasing awareness of traffic-related traumatic brain and spinal cord injuries and providing information on ways to prevent these injuries from occurring. ThinkFirst Missouri delivers over 125 presentations reaching over 20,000 Missourians each year.

**PRESENTATION ELEMENTS**

ThinkFirst presentations have been conducted in Missouri schools since the spring of 1980 and at worksite and community venues since 1989. The fast-paced presentation is tailored to accommodate the educational needs of a variety of audience types and numbers.

The presentation begins with a factual discussion and PowerPoint presentation about traumatic injury, especially brain and spinal cord injuries, the consequences of injury, and the behaviors most likely to cause traumatic injury. The important point is made that most injuries are preventable.

Next, the presentation features the honest and open testimony of a ThinkFirst Voices for Injury Prevention (VIP) speaker(s). ThinkFirst VIPs are people who have survived a traumatic brain or spinal cord injury, usually related to a traffic crash. These speakers describe their injuries, the causes of their injuries, why young people are so vulnerable, and ways to stay safe. More specifically, the VIP speaker explains how their injury occurred, describes life before and after the injury, and talks about what it's like to be young and live with a disability.

The component of the ThinkFirst intervention that provides the greatest impact is the personal testimony of the VIP. ThinkFirst VIP speakers are carefully selected for their ability to identify with and motivate audiences. VIPs also serve as outstanding role models and peer educators for

traffic safety.

#### PRESENTATION CONTENT

Traffic safety presentations conducted by the ThinkFirst team at schools, worksites and community settings emphasize the following safety topics:

- Safety belt use
- Safe driving behavior
- Safe passenger behavior
- Not speeding
- Not driving while distracted
- Not driving while impaired
- Not driving aggressively
- Not driving drowsy
- Helmet use
- Bicycle safety

#### CHAPTER PRODUCTIVITY

A typical year of program activity is summarized as follows: During fiscal year 2006-2007, ThinkFirst visited 62 schools, delivered 68 presentations and reached over 17,456 students. The Corporate/Community Traffic Safety Program visited 32 worksites/organizations, delivered 33 presentations and reached 3,293 people.

In addition to these program deliverables, the ThinkFirst Missouri chapter participated in 34 related activities, including safety events, exhibits, conferences, and Missouri Coalition for Roadway Safety (MCRS) Blueprint Coalition activities.

#### ADDITIONAL THINKFIRST PREVENTION SERVICES/ROLES:

In addition to conducting traffic safety presentations statewide, ThinkFirst Missouri serves the state in the following ways:

**STATE CHAPTER SITE-**The ThinkFirst Missouri Columbia-based chapter serves as the State ThinkFirst chapter. In this capacity, ThinkFirst provides program development, leadership, consultation, and technical support and training to five additional chapters located throughout the state. In addition, the state chapter markets and promotes the mission and programs of all chapters statewide, coordinates statewide program coverage, creates and distributes injury prevention education and reinforcement materials, and maintains a web site for all chapters.

Local chapters served by the Columbia-based State ThinkFirst chapter include:

- Kansas City
- Joplin
- Springfield
- Cape Girardeau
- St. Louis

**ACTIVE MISSOURI COALITION FOR ROADWAY SAFETY PARTNER-** ThinkFirst Missouri is an active partner of the Missouri Coalition for Roadway Safety (MCRS) on the state, regional, and local level. As an active member of the MCRS, ThinkFirst supports the goals and objectives featured in the Missouri's Blueprint for Safer Roadways strategic plan. The programmatic

contributions of ThinkFirst primarily support the Blueprint's strategy-to increase public education and information on traffic safety issues. In addition, ThinkFirst serves as a member of the Missouri Takes Charge planning committee.

**TRAFFIC OFFENDERS PROGRAM (TOP)** -ThinkFirst collaborates with multiple traffic courts to provide an innovative, day-long experiential Traffic Offenders Program (TOP). TOP is designed to educate young, high-risk drivers about the permanent consequences of motor vehicle trauma. During the program, young traffic offenders, who are ordered by Missouri courts to attend the program, follow the same path they would have taken had they been seriously injured in a crash. The focus of the program is to inform the young drivers of the consequences of unsafe driving and provide a graphic and realistic view of life as a crash survivor.

**LEADING NATIONAL TRAINING CENTER**-ThinkFirst Missouri provides comprehensive training and technical assistance to new chapters statewide, nationwide and internationally. This chapter also serves as a liaison between local chapters and the ThinkFirst National Injury Prevention Foundation. In addition, as one of the strongest chapters in the nation, ThinkFirst Missouri provides essential ongoing leadership and expert consultation to the ThinkFirst National Injury Prevention Foundation.

**PROGRAM DEVELOPMENT AND MARKETING LEADER**-ThinkFirst Missouri designs, develops and distributes creative injury prevention education materials, reinforcement items and marketing campaigns to support the mission and goals of ThinkFirst programs statewide and nationally.

**TRAFFIC SAFETY-RELATED PUBLIC POLICY SUPPORT** -ThinkFirst Missouri enthusiastically supports traffic safety public policy initiatives at the grass roots level as well as at the state level.

**MULTI-AGENCY COLLABORATIVE NETWORK**-ThinkFirst Missouri collaborates with numerous injury prevention-related organizations and agencies at the local, state and national level (e.g., Missouri Injury and Violence Prevention Advisory Committee, MCRS, Missouri Association of School Nurses, Safe Kids Missouri, etc.).

A description of the ThinkFirst Missouri chapter and its related programs can be found at [www.thinkfirst.missouri.edu](http://www.thinkfirst.missouri.edu).

## **PROBLEM IDENTIFICATION:**

### **CRASH STATISTICS**

According to the Missouri State Highway Patrol (MSHP) Statistical Analysis Center's (SAC) most recent Traffic Safety Compendium, Missouri experienced a total of 167,143 traffic crashes in 2006. These crashes were responsible for 62,078 injuries, 1,096 fatalities, and an estimated economic loss of \$3,492,730,000. The 2006 MSHP injury time clock indicated that one person was injured every 8.5 minutes and one person was killed every 8.0 hours in a traffic crash in Missouri.

More recent statistics from the Missouri Department of Transportation (MoDOT), Traffic Division demonstrated an encouraging, multi-year decline in traffic fatalities-going from 1,257 fatalities in 2005 to 1,096 fatalities in 2006, and 992 in 2007. As of April 13, 2008, MoDOT crash data continued to demonstrate a downward trend in 2008 fatalities-reporting a 14% decrease for the year compared to the same period of time in 2007.



The Missouri Coalition for Roadway Safety (MCRS) set the ambitious goal of 1,000 or fewer fatalities by 2008. The 11% decrease in fatalities in Missouri in 2007, however, allowed the MCRS to reach its impressive goal one year early. Compared to other states in the nation, Missouri experienced the largest drop in traffic fatalities of any state in the nation in 2006-down by 161 fatalities compared to the previous year ([www.savemolives.com](http://www.savemolives.com)).

#### CONTRIBUTING CIRCUMSTANCES

**SPEED AND TOO FAST FOR CONDITIONS**-Of all 2006 Missouri traffic crashes, more than 16% were speed related. Of all 2006 fatal traffic crashes, more than 41% were speed related. In 2006, a total of 454 persons were killed and 13,919 were injured in traffic crashes related to speed. **IMPAIRED DRIVING**-In 2006, 273 people were killed and 1,290 were seriously injured in 7,963 alcohol-related crashes in Missouri.

**YOUNG DRIVERS**-Drivers under the age of 21 comprise 10% of the licensed drivers in Missouri, but were involved in nearly 30% of the traffic crashes. According to Schlundt, Warren & Miller (2004), even though mortality rates for young drivers are decreasing, young drivers are still at higher risk for death in a motor vehicle crash than middle-aged drivers. Risk behaviors for youth include driving at night, alcohol use, failure to wear safety belts, and carrying passengers. Furthermore, observational studies have documented below average safety belt use among younger drivers and passengers (Schlundt, Warren & Miller, 2004).

#### SAFETY BELT USE

One of the best ways to prevent traffic-related fatalities and injuries is to wear a safety belt. According to the MSHP SAC, 2006 Missouri crash statistics indicated that a driver of an automobile, van, motor home, or truck had a 1 in 4 chance of being injured if they were not wearing a safety belt. If the driver was wearing a safety belt, the chance of being injured was 1 in 8. In terms of driver deaths, safety belt use demonstrated an even greater level of protection. A driver involved in a 2006 Missouri traffic crash had a 1 in 31 chance of being killed if they were not wearing a safety belt; however, a driver wearing a safety belt in a crash experienced only a 1 in 1,300 chance of dying in a car crash (SAC, 2007).

In the spring of 2007, the Missouri Safety Center conducted a statewide safety belt observational survey at high schools across Missouri. Results revealed that safety belt use for all teenage drivers and teenage front seat outboard passengers was 61.3%, a 3.4% increase from the 2006 observational study. This rate of safety belt use among Missouri's youngest drivers and passengers lags behind the overall safety belt use rate (77.1%) for all Missouri drivers in 2007. Nationwide, 82% of drivers and front seat outboard passengers buckle up ([www.savemolives.com/programs/SafetyBeltStats.htm](http://www.savemolives.com/programs/SafetyBeltStats.htm)).

The United States Department of Transportation [USDOT] estimated that safety belts could reduce fatalities to front seat occupants of cars by 45% and of light trucks by 60% (USDOT Report HS 809 819, 2004). In Missouri, it is estimated that an 11% increase in safety belt use would save an additional 90 lives and millions of dollars each year (MoDOT, 2006).

#### TRAUMATIC BRAIN AND SPINAL CORD INJURIES

Motor vehicle crashes account for 50% of all Traumatic Brain Injuries (TBI) and 44% of all Spinal Cord Injuries (SCI) (Centers for Disease Control and Prevention [CDC], 2003; National Spinal Cord Injury Association, 2004). Consequences of TBI are severe and life-altering, including problems with memory, concentration, mood, judgment, seizures, coordination, vision,

speech and emotion. Similarly, consequences of SCI are severe, including loss of mobility, sensation, bowel and bladder control, and sexual function (CDC, 2003). Survivors of both types of traumatic neurological injuries require extensive, on-going rehabilitation. The tragic consequences of motor vehicle-related injuries have far-reaching, long-lasting implications on numerous levels--impacting the individual, families and communities across the state.

## **CONCLUSION AND RECOMMENDATIONS**

Death and injury on the nation's highways is a public health crisis, especially for youth and members of selected minority groups (Schlundt, Warren & Miller, 2004). Luckily, motor vehicle injuries and fatalities are mostly preventable. Since 1966, the United States has witnessed a 73% reduction in motor vehicle death rates (per 100,000,000 vehicle miles). These reductions have been the result of research and program activities combined with enactment and enforcement of traffic safety laws, changes in vehicle and highway design, public education, and changes in driver and passenger behavior (Finkelstein, et al., 2006).

Research and demonstration projects funded by the National Highway Traffic Safety Administration (NHTSA) suggest that combining multiple prevention approaches (including legislation, public information and education, and enforcement) provides the best strategy for influencing behavior. Additionally, NHTSA suggests that community programs that combine education, peer-to-peer persuasion, publicized enforcement, and parental monitoring have the most immediate and greatest potential for increasing teen safety belt use (NHTSA, Traffic Safety Facts, Traffic Tech, Number 308, November 2005).

## **GOALS AND OBJECTIVES:**

### **PROJECT GOALS**

- 1.To increase knowledge and awareness of the risks related to unsafe driving practices among young people, those most at risk for traffic-related injuries and deaths.
- 2.To increase knowledge and awareness of the risks related to unsafe driving practices among adults and parents at the worksite and in community settings.
- 3.To increase knowledge and awareness of the effectiveness of parental supervision (as monitor and enforcer of consequences) on the safety of teen drivers via worksite and community settings.
- 4.To improve the effectiveness, expand the capacity, and extend the reach of five (5) local ThinkFirst chapters in Missouri (Kansas City, Joplin, Springfield, Cape Girardeau, and St. Louis).
- 5.To develop and maintain an effective panel of Voices for Injury Prevention (VIP) speakers and chapter directors statewide.
- 6.To promote the mission and programs of ThinkFirst statewide via state conferences and meetings.

### **PROJECT OBJECTIVES**

1. Deliver eighty-five (85) ThinkFirst presentations statewide by September 30, 2009.

Eighty-five (85) traffic safety presentations featuring at least one (1) VIP speaker will be delivered statewide in a variety of formats to accommodate various group sizes and needs. Primary coordination of the presentations will be conducted by the Assistant Director, with additional support provided by the Administrative Associate and Director. Presentations are expected to

reach over 20,000 Missourians during FY 2008-2009.

2. Deliver fifty (50) ThinkFirst presentations via the ThinkFirst Greater Kansas City chapter by September 30, 2009.

ThinkFirst Greater Kansas City has provided trauma prevention presentations to students in grades Kindergarten through 12 since 1987. Presentations provided by ThinkFirst Greater Kansas City are targeted primarily at young drivers, those preparing to drive, and young children who are in the process of developing safety habits.

ThinkFirst Greater Kansas City is considered one of the most productive chapters in the nation. Most recently, this chapter was recognized as the "2008 Chapter of the Year" by the ThinkFirst National Injury Prevention Foundation. An impressive 30,000 students per year are served by this chapter.

Funds from this grant will provide partial program support to the ThinkFirst Greater Kansas City chapter. This support will enable the Greater Kansas City chapter to reach a greater number of high-risk young drivers with important messages of traffic safety.

ThinkFirst Missouri will hire ThinkFirst Greater Kansas City as a sub-contractor. As a sub-contractor, ThinkFirst Greater Kansas City will plan and implement fifty (50) traffic safety presentations in the Greater Kansas City area during FY 08-09. The Greater Kansas City chapter will be required to enter into a formal sub-contract agreement with the University of Missouri-Columbia and submit quarterly program activity and expense reports as requested.

The Director of ThinkFirst Missouri will provide oversight to this project and perform one (1) site visit during the contract year to ensure program quality and compliance. The Administrative Associate of ThinkFirst Missouri will provide administrative oversight with attention to budget and fiscal compliance, reporting, and details related to establishing a sub-contract.

3. Plan, implement and evaluate a statewide ThinkFirst VIP/Chapter Director Training Workshop by September 30, 2009.

ThinkFirst will plan, implement, and evaluate a 2-day statewide ThinkFirst Training Workshop for VIPs, chapter directors, and volunteers. The purpose of the workshop is to improve knowledge, skills and communication, share current best practices in prevention, provide a venue for networking and collaboration among the six (6) chapters and numerous VIPs, discuss issues of program delivery and development, and update attendees on statewide Blueprint activities. Projected attendance is twenty-five (25). The ThinkFirst Missouri Director, Assistant Director, and Administrative Associate will plan, conduct, and evaluate the Training Workshop during the 08-09 contract period.

4. Participate in at least two (2) professional development training workshops and/or conferences by September 30, 2009.

ThinkFirst staff will attend local and/or national professional development training workshops and/or conferences to learn timely information about current trends in traffic safety, as well as gain important skills and strengthen professional networks. Conference travel may include the following: 2009 Lifesavers Conference on Highway Safety Priorities, ThinkFirst National Injury

5. Planned, implemented and evaluated one (1) Statewide ThinkFirst VIP/Chapter Director Training Workshop June 30-July 1, 2009.
6. Designed, developed and distributed incentive items and campaign materials to complement and expand the One Chance, One Choice, One Life ThinkFirst traffic safety campaign.

## RESULTS

1. A total of 15,636 Missouri students received traffic safety education via the ThinkFirst For Teens School Assembly Program conducted at seventy-four (74) schools (see attached School Assembly Program Summary Excel page).
2. A total of 2,761 Missourians received traffic safety education via the ThinkFirst Missouri Corporate/Community Traffic Safety Program conducted at thirty (30) worksites/organizations (see attached Corporate/Community Traffic Safety Program Summary Excel page).
3. A total of 15,471 Kansas City, Missouri-area students received traffic safety education via the ThinkFirst Greater Kansas City ThinkFirst For Teens School Assembly program conducted at fifty-six (56) schools (see attached Kansas City Summary Excel page).
4. A total of 850 students attended the two (2) ADAM assemblies at Hickman and Rock Bridge High Schools in Columbia, MO during spring 2009. Both of these schools participated in the Missouri Coalition for Roadway Safety Battle of the Belt competition in the Fall of 2008. The assemblies and accompanying school-based awareness campaigns were conducted in partnership with Kim Dude at the University of Missouri-Columbia Wellness Resource Center/CHEERS program and the family of Sid and Lori Popejoy, parents of Adam Popejoy-the campaign's namesake. Laminated posters featuring messages for various traffic safety topics were designed and printed by staff from CHEERS. These posters were displayed in school hallways on high-visibility sandwich boards during the weeks just prior to and following the ADAM assemblies. Approximately 750 ADAM static cling stickers were distributed to assembly attendees (sample of static cling sticker to arrive via mail).
5. A 2-day statewide VIP/Chapter Director Training Workshop was conducted June 30-July 1, 2009 at Stoney Creek Inn in Columbia, Missouri. The primary purpose of the Workshop was to improve the presentation skills of ThinkFirst VIP speakers. A public speaking instructor from the University of Missouri-Columbia Department of Communications delivered the majority of the workshop content. The secondary purpose of the event was to strengthen the statewide network of VIPs and chapter directors and unveil the new National ThinkFirst film for teens. The Workshop was attended by twenty-four (24) people on Day 1 and twenty-seven (27) people on Day 2. Traffic safety posters and safety incentive items were distributed to attendees. A list of attendees, agenda, and evaluations are available upon request.
6. The ThinkFirst traffic safety campaign concept One Chance, One Choice, One Life was first introduced via posters and T-shirts in the spring of 2008. Due to the popularity of the campaign, additional funds were requested in FY 2008-2009 to expand the effort by developing additional campaign materials. Graphix By Design, the agency hired to design the initial campaign, served as the lead agency for the creative development of the following campaign items during FY 2008-2009: Number one-shaped brochure, notepads, flying discs, iThink nano-shaped air fresheners, water bottles, and Web site updates.

Prevention Foundation National Conference on Injury Prevention, National Association of Women Highway Safety Leaders (NAWHSL) Conference, Governor's Highway Safety Association (GHSA) Conference, Safe Kids Worldwide Leadership Conference, American Public Health Association (APHA) Annual Meeting, or the National Organization for Youth Safety (NOYS) Conference.

5. Deliver presentations, attend, and/or exhibit at statewide conferences to promote the mission and programs of ThinkFirst chapters statewide and network with leaders and members of related agencies and organizations by September 30, 2009.

ThinkFirst staff regularly delivers traffic safety presentations, attends, and/or exhibits at several Missouri-based conferences. Regular exposure at state-level conferences is an important way for ThinkFirst to maintain its essential network of partners and explore opportunities for future partnerships and program expansion. In-state conference travel in 08-09 may include: MCRS Blueprint for Roadway Safety conferences and workshops, Missouri Coordinated School Health Coalition, Missouri Association of School Nurses, Missouri Association of School Counselors, Missouri Public Health Association, etc.

## **RESOURCES**

### **ThinkFirst Staff-**

ThinkFirst traffic safety presentations, training workshops, and marketing projects will be planned, implemented, and evaluated by experienced ThinkFirst Missouri staff, including the Director, Assistant Director, and Administrative Associate.

### **Consultants-**

#### **1. VIP Speakers**

A diverse team of capable Voices for Injury Prevention (VIP) speaker/survivors will deliver ThinkFirst programs statewide. VIP speakers work as independent consultants to the ThinkFirst program and are utilized on an as-needed basis throughout the year.

#### **2. Graphix By Design**

Throughout the contract year, professional graphic design services will be provided by Graphix By Design. Graphix By Design created the current ThinkFirst Missouri web site and has a proven record of providing high quality work in a timely and cost-efficient manner. Graphix By Design staff will update and maintain the current ThinkFirst Missouri web site and provide expert guidance and design services for print materials.

## **RESULTS:**

### **STRATEGIES IMPLEMENTED**

1. Sixty-seven (67) ThinkFirst For Teens School Assembly Program presentations were conducted in seventy-four (74) schools statewide.
2. Thirty-six (36) Corporate/Community Traffic Safety Program presentations were conducted at thirty (30) worksites/organizations statewide.
3. One hundred fourteen (114) ThinkFirst presentations were conducted in fifty-six (56) Kansas City-area schools via a sub-contractual agreement with ThinkFirst Greater Kansas City.
4. Two (2) Attentive Driving Always Matters (ADAM) program assemblies were delivered to Columbia-area high schools.

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**FUNDING:**

154 : \$276,746.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Alcohol Projects

**PROJECT NUMBER:**

09-154-AL-70

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law Enforcement Officers

**AGENCY NAME:**

Missouri Southern State University

**AGENCY CONTACT:**

Mr. Wayne Thomason

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**PROJECT DESCRIPTION:**

In an effort to provide alcohol-related training to as many law enforcement officers as possible at no cost to the agencies or officer, Missouri Southern State University Law Enforcement Academy will provide training throughout the state of Missouri at or near the following locations: Springfield, West Plains, Rolla, Harrisonville, Nevada, Osage Beach, Cape Girardeau, Kennett, Potosi, Joplin and Sullivan/Union area. Funding for this project will allow law enforcement agencies to send their entire department to this training during this contract year. Historically, most departments could only afford to send several officers a year to this training.

The geographic locations and frequency in which the training will be offered will accommodate the smaller agencies, who over a one year period of time will be able to send all of their officers to all of this training. Most agencies will be able to attend the training because the locations of the training are in such proximity that travel and overtime expenses will be minimized. The frequency in which the training will be offered will give the departments the flexibility they need to send several officers per training program.

Eligible students will consist of officers from Missouri governmental agencies who are involved in the traffic support function or will follow such training. All eligible students must meet the requirements under Missouri statutes for P.O.S.T. This verification of eligibility will be made through class and reimbursement rosters that identify the trainee's name, rank, social security number, jurisdiction, DPS date of certification, and status. Missouri Southern State University Law Enforcement Academy will be responsible for verifying eligibility of all students for instruction under this agreement. Students and/or their departments will be responsible for covering costs for travel, room, and board.

**PROBLEM IDENTIFICATION:**

The responsibility of ensuring highway safety in the State of Missouri rests primarily on the shoulders of state, county and municipal law enforcement officers. As such, it is imperative that officers are well trained in the areas of awareness, recognition, execution, and enforcement of alcohol-related statutes and regulations.

Aside from manpower shortages, lack of adequate training is the greatest impediment to diligent enforcement of alcohol-related offenses. Most state, county, and municipal law enforcement

agencies do not have the financial resources to send their officers long distances to receive specialized alcohol-related training.

The primary objectives of alcohol enforcement training are to raise awareness of alcohol offenses, improve recognition of alcohol-related offenses, assure proper execution of sobriety checkpoints and encourage enforcement of alcohol-related offenses. Based on informal and non-scientific surveys, every law enforcement official queried emphatically believed that the training had a tremendously positive impact in reducing alcohol-related accidents, increasing alcohol-related convictions, and raising the level of awareness of alcohol-related offenses.

## **GOALS AND OBJECTIVES:**

### **GOALS:**

1. The goal of this project is to provide law enforcement officers in defined regions of the state the opportunity to receive comprehensive alcohol-related training.
2. Increase the awareness of alcohol-related issues among law enforcement officers and improve their skills such as report writing, courtroom testimony, etc.
3. Increase conviction rates of alcohol-related offenses in jurisdictions where law enforcement officers have received the training by improving their skills.

### **OBJECTIVES:**

Missouri Southern State University will prepare all instructional materials, schedule and advertise the training programs, maintain the appropriate training records, provide P.O.S.T. CEU's, and provide the following training programs:

- Type III BAC Course - This 25-hour Department of Health approved course will train officers on the rules and regulations relating to breathalyzer instruments. Officers will also conduct "hands-on" exercises. It is anticipated that between 10 and 15 officers will attend each course offered.
- Standardized Field Sobriety Testing - This is a "hands-on" course designed to train officers with the necessary skills to correctly perform standardized field sobriety testing. It is anticipated that between 10 and 15 officers will attend each 24-hour course.
- DWI Detection/Checkpoints - This course is designed to assist officers in detecting DWI drivers and "how-to" conduct DWI checkpoints. Officers will participate in an actual DWI Checkpoint operation. It is anticipated that between 10 and 15 officers will attend each of the 8-hour courses.
- Small Department DWI Enforcement Strategy Training - This course is designed for law enforcement agencies to assist in development of strategies for a year-round DWI Enforcement program. This course provides officers with the knowledge and skills to develop a community plan utilizing available resources to reduce the number of DWI related fatalities. The program is 8 hours.
- DWI Crash Investigation - This 8-hour course is designed to teach effective methods of conducting a DWI crash investigation. Topics of discussion will include: processing of the crash scene, investigation techniques, vehicle dynamics and a review of field sobriety techniques. In addition, there will be discussion of the aspects of making a felony DWI case involving a DWI crash, implied consent and the Alcohol Influence Report.
- Effective Report Writing/Courtroom Testimony for DWI Cases - This 8-hour course is designed



to teach effective report writing and methods of testifying in DWI cases. Topics of discussion will be key components of the police report, effective writing techniques and courtroom demeanor. How to articulate the components in a police report and in a courtroom setting as related to the DWI case will also be discussed. This course will also analyze the most current issues being brought up in DWI trials and administrative/revocation hearings.

### **RESULTS:**

Missouri Southern State University Criminal Justice Programs presented a total of 24 DWI-related training programs to 378 law enforcement officers in the following locations: Potosi, Monett, Palmyra, Seymour, Bernie, Joplin, Springfield, Rolla, West Plains, Warsaw, Republic and Lebanon.

Breakdown of the training held:

Four Standard Field Sobriety Training programs were conducted training 42 officers. The courses were held in Potosi, Monett, Palmyra and Seymour.

Three BAC Type III Permit courses were conducted training 55 officers. The courses were held in Bernie, Seymour and Joplin.

Three Sobriety Checkpoint Training programs were presented training 38 officers. The training was held in Springfield, Rolla and Joplin.

Four Small Department DWI Enforcement Strategy programs were conducted training 75 officers. The training was held in West Plains, Springfield, Warsaw and West Plains.

Four DWI Crash Investigation programs were conducted training 63 officers. The training was held in Republic, West Plains, Potosi and Joplin.

Six Report Writing/Courtroom Testimony DWI programs were conducted training 105 officers. The training was held in Seymour, Republic, West Plains, Potosi and Lebanon.

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### **FUNDING:**

154 : \$93,000.00

### **HS CONTACT:**

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573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Breath Alcohol Lab Ops

**PROJECT NUMBER:**

09-154-AL-68

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center will continue support of the Breath Alcohol Instrument Testing Laboratory. This support will cover three critical areas: 1) training of Type II Supervisors and Type III Operators; 2) breath alcohol instrument maintenance and repair support; and 3) responding to prosecutor's requests for expert testimony on DWI cases when possible.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 839 people were killed and another 4,132 were seriously injured. It also is important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 839 people killed in alcohol and other drug-related traffic crashes, 514 were the intoxicated driver/pedestrian and 325 were some other involved party. Of the 4,132 seriously injured, 2,447 were the intoxicated drivers/pedestrians while 1,685 were other persons in the incidents.

Since 1988, the Highway Safety Division has partnered with the Missouri Safety Center to provide training, equipment and technical support to Missouri's law enforcement agencies and officers in the area of DWI Enforcement. Specifically this partnership has provided advanced technology breath test instruments, training of field officers as both Type II and Type III's, maintenance of instruments and support equipment and field support for expert testimony in court. During this past 19 plus years the program has accomplished a reduction in the number of certified instruments from 11 to 3 statewide, established a standardized curriculum, established a central location for repairs and maintenance of equipment, and worked with the Highway Safety Division to provide critical support equipment to enhance Missouri's DWI efforts.

**GOALS AND OBJECTIVES:**

Goal:

1. To provide Type II and Type III training including any refresher or update training to law enforcement around the state to support the current breath testing instruments in use by their respective departments.
2. Provide instrument repair and maintenance to Missouri's law enforcement agencies.

**Objectives:**

1. Conduct the 40-hour Type II Supervisor Course(s) for up to 60 officers statewide.
2. Conduct the 16-hour Type II Supervisor Lab Course(s) for up to 80 established supervisors statewide.
3. Provide 8-hour Update training for existing Type II's in the field.
4. Conduct the 36-hour Type III Operator Course(s) for up to 60 officers statewide.
5. Conduct, regionally, the 36-hour Type III Operator Course(s) for up to 60 officers as needed.
6. Provide necessary service (repairs and maintenance) to law enforcement agency instrumentation.
7. Design and implement a system to allow for partial replacement of law enforcement agency breath testing instruments each year.
8. Print and distribute, as requested, instrument specific evidence tickets to state and local law enforcement agencies.

**RESULTS:**

The Breath Alcohol Lab continues the process of reconditioning and/or rebuilding older breath instruments for local law enforcement agencies in the state. Spare parts for the Intoxilyzer 5000 and Datamaster instruments are dwindling. Agreements have been made with the State of Kansas and Arkansas to transfer spare parts from their Datamaster stock as they transition over to another unit in their state. In light of this, the Breath Lab has placed Alco-Sensor IV RBTs in the following departments: Florissant, Orrick, Steele, Joplin, Poplar Bluff, Cass County, St. Charles County, Lees Summit, Stone County, Arnold, Smithville, St. Louis County and Missouri State Water Patrol. Since April 2009, twenty-nine units have been placed in law enforcement agencies across Missouri. They have proven themselves most effective especially in rural agencies.

Training accomplishments during this grant year include:

- o Five Type II Supervisor courses were held training 39 officers;
- o Fourteen Type II Supervisor Update Training Courses (16-hour) were held training 66 officers;
- o Six Type II Operator courses were held at the Missouri Safety Center training 30 officers; and
- o Six Type III Operator courses were held regionally with 61 officers trained. The regional courses were held in Velda City, Macon, Jackson County, Ste. Genevieve, Des Peres and Jefferson County.

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**FUNDING:**

154 : \$261,945.36

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Sobriety Checkpoint Train

**PROJECT NUMBER:**

09-154-AL-67

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center will conduct Sobriety Checkpoint Supervisor training courses as part of the state's overall DWI program. The training will be offered to any law enforcement agency currently under contract with MoDOT's Highway Safety Division, or any agency that wishes to conduct sobriety checkpoints in their jurisdiction. The program, developed by the Missouri Safety Center for the Highway Safety Division, has been the cornerstone of this specialized enforcement program since 1983. The curriculum includes: classroom training in legal issues, operation of a checkpoint, field testing, officer safety, and media relations, and includes observation of an actual checkpoint conducted with the cooperation of a host agency. This course gives attending officers the opportunity to see first hand an actual sobriety checkpoint in operation. This training covers not only regular checkpoints and large checkpoint operations but also low manpower checkpoints. Each attending officer is exposed to the three phases of the actual checkpoint including, checkpoint set up, line operations and field/alcohol testing. The budget for this program proposal includes the training, food, lodging and the associated materials.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2004-2006, 839 persons were killed and 4,132 persons were seriously injured in alcohol/drug related traffic crashes. It is also important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than the above statistics indicate.

Sobriety checkpoints have long been known to be an effective impaired driving enforcement method. In a review of the literature across the nation, it was concluded that the accumulation of positive findings for visible and well-publicized checkpoints provide support for the proposition that sobriety checkpoints are capable of reducing the extent of alcohol-impaired driving and of deaths and injuries on the highway (Ross, 1992). However, checkpoints should be conducted following the most current case law, which establishes the precedent of sobriety checkpoint operations in the state.

**GOALS AND OBJECTIVES:****Goal:**

To train sobriety checkpoint supervisors in law enforcement agencies that will be conducting sobriety checkpoints to ensure that they are designed and operated in accordance with established case law.

**Objectives:**

1. Conduct three Sobriety Checkpoint Supervisor courses, training up to a total of 80 new supervisors from city, county and state law enforcement agencies.
2. Target priority agencies that are under grant contract with the Highway Safety Division to conduct checkpoints.

**RESULTS:**

Three Sobriety Checkpoint Supervisor courses were conducted with a total of 78 sobriety checkpoint supervisors trained in the courses. The courses were conducted in St. Peters, Columbia and Platte County. Over 35 agencies have had officers trained under this contract.

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**FUNDING:**

154 : \$52,866.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

L.E. Drugs that Impair

**PROJECT NUMBER:**

09-154-AL-66

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Local Law Enforcement Agencies and Officers.

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center will conduct the 8-hour Drugs That Impair Driving Detection course for local law enforcement personnel. This 8-hour course will incorporate two courses: 1) Drugs That Impair; and 2) Documenting and Testifying for DWI Cases.

The course is designed to provide officers with the knowledge and skills necessary to accurately recognize and identify the multitude of drugs, including alcohol, that can cause impairment, as well as develop the skills required to articulate clear and concise information in their reporting and court testimony. In addition, this course could serve as an excellent supplement to impairment detection training in the basic academies and during the Type III BAC training.

The course will be offered in three locations around the state. Departments will be targeted to attend if they have received an FY 2009 Highway Safety enforcement grant.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 839 people were killed and another 4,132 were seriously injured. It also is important to note that impaired driving is underreported as a contributing factor in traffic crashes.

DWI related fatal and personal injury crashes continue to be a serious problem for Missouri despite the ongoing education, public information and law enforcement efforts and countermeasures. One foundational area for increased efforts in reducing DWI related crashes is additional training for local law enforcement personnel in the areas of drugs that cause impairment and documenting and testifying on DWI cases. Training such as this will help local law enforcement personnel gain additional knowledge and skills that can be applied during enforcement efforts.

**GOALS AND OBJECTIVES:****Goal:**

To improve skills related to impaired driving detection, report writing, and courtroom testimony among law enforcement officers in the state.

**Objectives:**

1. Conduct three Drugs that Impair Driving Detection courses
2. Market the courses through the Missouri Safety Center with the cooperation of the LETSAC Board

**RESULTS:**

The Missouri Safety Center conducted one 8-hour Drugs That Impair training courses with five officers attending. The LETSAC Board and others marketed the Drugs That Impair Driving training course. However, there were three issues that limited the attendance in the course: 1) manpower/money issues were cited most often by commanders and training supervisors; 2) the decision by NHTSA to stop updating the course every two or three years which made the course not as responsive to change; and 3) the release of the ARIDE curriculum.

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**FUNDING:**

154 : \$4,536.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

SFST Coordination

**PROJECT NUMBER:**

09-154-AL-65

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Law Enforcement Officers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

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**PROJECT DESCRIPTION:**

The Missouri Safety Center will coordinate the SFST program administration and implementation statewide. This will include maintaining a statewide coordinator, a certified NHTSA instructor, and the oversight of training conducted in the area of impairment detection. It will also include increased training efforts to accommodate all officers who need the basic, update or refresher training. This will allow for additional SFST instructors to be certified to conduct localized training at the academy and department levels where needed. The state coordinator would also be responsible for providing updated information to all current SFST instructors when available, monitoring programs being taught for compliance with NHTSA curriculum, and keeping the legal section of the program up-to-date.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 3,094 resulted in a fatality and 19,369 involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In 2004-2006, 839 persons were killed and 4,132 persons were seriously injured in alcohol/drug related traffic crashes. It is also important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than the above statistics indicate.

Since the mid-1970s, the National Highway Traffic Safety Administration (NHTSA), with the cooperation and assistance of the law enforcement community, has conducted research that resulted in the development of a battery of three standardized field sobriety tests (horizontal gaze nystagmus, walk-and-turn, and the one leg stand) to assist police officers in detecting impaired drivers. Training in how to conduct the tests is included in the NHTSA course DWI Detection and Standardized Field Sobriety Testing.

In 1986, the Advisory Committee on Highway Safety of the International Association of Chiefs of Police (IACP) passed a resolution which recommended that law enforcement agencies adopt and implement the field sobriety testing training program developed by NHTSA. As the program has



grown, it has become apparent that in order to insure continued success, nationally accepted standards must be established. These standards, which establish criteria for the selection and training of SFST practitioners, would help insure the continued high level of success of the SFST program.

In Missouri, the need continues for coordination of the SFST program. Inconsistencies may still exist in the various versions of curriculum being used, the instructions being taught or actual field administration of SFST. The accepted SFST standard should be the most current NHTSA curriculum that incorporates the latest Missouri case law into the legal section. In 2005/2006 the Missouri Safety Center, under direction from MoDOT's Highway Safety Division, established a statewide SFST Coordinator and began coordination of the statewide effort. During that process many issues had to be addressed including the ability to update and standardize older curriculums and basic training. Field officers enforcing DWI laws in Missouri must have demonstrated skill levels as identified in the NHTSA curriculum. This action would also allow for continuation of this service to local/county/state law enforcement officers and increased DWI enforcement under Missouri's Blueprint for Roadway Safety.

### **GOALS AND OBJECTIVES:**

#### **Goal:**

The goal of this project is to provide SFST program coordination and technical assistance to law enforcement across the state.

#### **Objectives:**

1. Using the latest NHTSA curriculum, and supplementing with current Missouri case law in the legal section, develop and maintain a master curriculum and provide it to all current SFST Instructors.
2. Provide update workshops to SFST instructors across the state who are not current but wish to continue training.
3. Offer new instructor training courses for a limited number of instructors, providing the training in regional locations around the state.
4. Establish a database of certified SFST Instructors in Missouri.
5. Establish a database of all field officers who are trained through the 24-hour SFST course or are updated to the 24-hour level from 16- or 20-hour programs.
6. Provide, as requested, subject matter training to officers of the court on handling SFST in their cases.
7. Maintain a support system that provides updates to trained field officers as needed.
8. Provide technical expertise and quality assurance for MoDOT funded impaired driving programs.
9. Print the revised version of the Law Enforcement Guide to Detecting and Apprehending Impaired Drivers pocket field guide and distribute to Missouri law enforcement officers.

### **RESULTS:**

The SFST Coordinator maintains an email list-serve of all SFST Instructors and sends out notices and updates as needed and when appropriate. The NHTSA - HS 178 R2/06 materials are currently being provided to instructors in the state. The coordinator is a member of the SFST/DRE Oversight Board that meets four times a year.

Below is a list of training offered under this grant over the contract year:

- o One SFST Update course was held with two participants;
- o One SFST Instructor course was offered training 8 officers; and

o Nineteen SFST Courses were held training 241 officers.

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**FUNDING:**

154 : \$166,251.96

**HS CONTACT:**

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P.O. Box 270  
Jefferson City, MO 65102  
573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Statewide DWI Enforcement

**PROJECT NUMBER:**

09-154-AL-64

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

Through this grant the Missouri Safety Center will provide enforcement mini-grants to law enforcement agencies for the continuation of the S.T.E.P. DWI enforcement efforts for fiscal year 2009. This grant will enhance the DWI efforts of smaller local/county law enforcement agencies not participating in DWI Enforcement through a yearly contact with the Highway Safety Division - MoDOT.

This grant will concentrate on three basic enforcement efforts.:

1. Low-manpower and regular checkpoints on targeted roadways that are known routes for impaired drivers. This includes county areas where youth gather to drink, such as alternate roadways to primary routes within a county or city.
2. High-manpower checkpoints at major roadways that have demonstrated high rates of alcohol related crashes, but limited enforcement due to traffic volume.
3. Seasonal or special needs locations where additional enforcement on specific roadways will yield high DWI arrests.

**PROBLEM IDENTIFICATION:**

Alcohol and other drugs contribute substantially to traffic crashes on Missouri's roads, especially those resulting in death or disabling injury. In the 2004-2006 period, 524,619 traffic crashes occurred in the State. Of those, 0.6% resulted in a fatality and 3.7% involved someone being seriously injured. During the same time period, there were 25,889 traffic crashes where one or more drivers and/or pedestrians were under the influence of intoxicants and in the opinion of the investigating officer their intoxicated condition was a contributing factor to the crash. In these crashes where drivers or pedestrians were impaired by alcohol or other drugs, 839 people were killed and another 4,132 were seriously injured. It is also important to note that impaired driving is under-reported as a contributing factor in traffic crashes. As a result, it is an even greater problem than these statistics would indicate. Of the 839 people killed in alcohol and other drug-related traffic crashes, 61.3% were the intoxicated drivers/pedestrians and 38.7% were some other involved party. Of the 4,132 seriously injured, 59.2% were the intoxicated drivers/pedestrians while 40.8% were other persons in the incidents.

Of all 2006 Missouri traffic crashes, 4.9% were drinking related and of all fatal traffic crashes, 25.1% were drinking related. In 2006:

- One person was killed or injured in drinking-related traffic crashes every 1.6 hours,
- Of all drinking-related traffic crashes, 60.3% occurred on the weekend and 64.9% occurred between 7:00 PM and 2:59 AM,
- 270 persons were killed in drinking-related traffic crashes. Of those, 69% occurred in urban settings and 31% occurred in rural settings,
- Of the drinking-drivers of motorized vehicles, 78.0% were male and 22.0% were female with the average age of a drinking driver being 33.1 years.

It's important to note that "participating in national law enforcement mobilizations that combine blanketed enforcement and saturated media during established timeframes and in targeted traffic corridors" is identified as a best practice countermeasure in Missouri's 2008 Highway Safety Plan and Performance Plan.

### **GOALS AND OBJECTIVES:**

#### **Goal:**

Provide smaller law enforcement agencies with the resources to hire overtime-office manpower for high visibility DWI enforcement in targeted locations to increase public awareness and facilitate additional arrests in selected areas throughout the state.

#### **Objective:**

Provide mini-grants to law enforcement agencies for specific overtime-officer DWI enforcement for the four quarterly DWI enforcement dates as designated by the Law Enforcement Traffic Safety Advisory Committee (LETSAC) and the August/September Impaired Driving Crackdown, known in Missouri as the "You Drink & Drive, You Lose" campaign.

### **RESULTS:**

Five statewide DWI campaigns were conducted in FY09. The dates followed by the number of participating agencies is listed below.

Holiday Mobilization: December 8-14, 2008; 137 participating agencies  
 St. Patrick's Weekend Mobilization: March 13-15, 2009; 183 participating agencies  
 Cinco de Mayo Weekend Mobilization: May 1-3, 2009; 175 participating agencies  
 Fourth of July Weekend Mobilization: July 3-5, 2009; 166 participating agencies  
 You Drink & Drive, You Lose Mobilization: August 21 - September 7, 2009; 195 participating agencies

Throughout the five statewide campaigns, the following number of statistics were recorded:

Sobriety Checkpoints: 126

DWI arrests: 2367

Speed citations: 13,562

Seatbelt violations: 3197

Enforcement hours worked: 27,076

Traffic stops: 62,831

### **FUNDING:**

154 : \$339,000.00

# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

MADD Missouri

**PROJECT NUMBER:**

09-154-AL-63

**PROGRAM AREA:**

154 Alcohol Project

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Drunk Driving

**AGENCY NAME:**

Mothers Against Drunk Driving

**AGENCY CONTACT:**

Acting Director

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**PROJECT DESCRIPTION:**

In the first year, the Court Monitoring Project placed volunteers and staff in the courtrooms of eleven of the original counties. In the second year three metro counties of Missouri with the lowest DWI prosecution conviction rates were monitored and their outcomes noted. Five counties fell into the criteria of monitoring from the 2004 DWI conviction statistics; Caldwell, Carter, Henry, Platte, and Worth. For the third year, volunteers were continually trained in monitoring procedures, court procedures, and Missouri DWI laws and a Saint Louis court monitor was trained. Five new counties fell into the criteria of monitoring from the 2005 DWI conviction statistics and they were Harrison, Andrew, Maries, Carter, and Ripley. Each jurisdiction was monitored numerous times by staff or volunteers.

**TASKS:**

1. Compile pertinent statistical information on the handling of DWI cases;
2. Provide feedback to the Highway Safety Division about the effectiveness and enforceability of the current DWI laws;
3. Make the courts aware of the public's scrutiny of DWI case results;
4. Inform the public of the trends in DWI enforcement through the judicial system; and
5. Notify appropriate agencies, media, and public about the correlation of raising the DWI conviction rate and correspondingly lowering the alcohol fatality and injury crashes in those monitored counties.

MADD Missouri should attract support and help in this project from other segments of the community (e.g. college and law school students). Senior citizens, who represent a large untapped volunteer pool, should also be approached. By harnessing volunteer support from several areas, MADD Missouri should be able to track a substantial number of cases in the targeted counties. Recruiting and training members of volunteers' organizations is critical to placing people in the courtrooms. Community members and volunteers participating in the court monitoring project will help to ascertain whether court monitoring is effective in reducing alcohol-related fatalities. Their monitoring of the sentences handed down will show whether the appropriate sentences for impaired driving have been adjudicated.

**TRAINING:**

MADD Missouri State will use the court monitoring training kit developed by MADD for use with

this project. The kit will consist of a CD-ROM, video, how-to manual, notebook, and forms. The Program Specialist will use these training materials to train the volunteers how to monitor DWI courts, document relevant case information, and collect public record data.

#### MONITOR DWI'S IN ALL COURTS:

Volunteer court monitors will observe in their assigned counties at all pertinent phases of the trial or criminal/administrative process. They will record the disposition of each case as well as note the original charge and whether or not the conviction was based on the original charge or a lesser-included crime. They will also note any plea offers in the court. The program will follow each defendant from arraignment through the post-conviction process: jail, probation and/or appeals. This method allows a comprehensive observation of the entire judicial process, including prosecutors, defense attorneys, evidence collected and testimony given by law enforcement officers as well as judicial conduct both in the courtroom and during sentencing. It also allows a post-courtroom look at how the system works following adjudication.

Each volunteer monitor will fill out a worksheet (reporting form) that will be turned into the Project Program Specialist.

#### DATA COLLECTION:

Following cases in this manner will allow trends to become readily apparent and also show differences in jurisdictions. Issues to address include the effects of court monitoring on:

- o The basic disposition of DWI cases (guilty, dismissed, not guilty, guilty of some other offense;
- o The sanctions imposed;
- o How the effect may vary by whether judges are appointed versus elected (pleas at arraignment, pleas at subsequent appearances, plea bargains, summary judgments, jury trials, deferred judgments and the like);
- o Disposition by BAC at time of arrest or refusal;
- o Disposition by prior record; and
- o How the defendant is handled by the system after conviction; and other issues that will evolve through discussions with the expert panel.

#### PROJECT PERSONNEL:

Program Specialist: Bud Balke will oversee all aspect of the court monitoring project, including recruiting, training, and supervising court monitoring volunteers; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, court monitoring and writing and submitting progress and final reports.

Program Specialist: Anna Stokes will oversee and participate in court monitoring in the Saint Louis metro area, which includes Franklin, Lincoln, Ste. Genevieve and St. Louis counties. She will recruit, train, and supervise volunteer monitors; gather baseline data, compile written reports and statistics on disposition of cases and alcohol-related deaths/injuries/crashes, and court monitoring.

#### SPECIFIC TASKS:

MADD Missouri has identified and outlined specific goals for the past 3 years that Highway Safety has funded this project;

Year 1: Hired Project Program Specialist, identified 14 counties for the first year, trained 30

volunteers, court monitored 13 counties and re-assessed monitoring of Jackson and St. Louis counties for 2nd year of the funding. Gathered baseline court data, submitted progress reports and end of year success report.

Year 2: Began monitoring of Jackson and St. Louis counties and trained 10 MADD volunteers during 2nd year. Continued to monitor other 13 counties and identified 5 more counties from 2004 with less than 20% DWI conviction rates. Continued to gather baseline court data, submitted progress reports and will submit end of year success report.

Year 3: Began monitoring of 5 new counties for 2005. Continued to gather baseline court data, submitted progress reports and will submit end of year success report. Trained 15 volunteers during 3rd year. Continued to monitor other 19 counties.

During this fiscal year the goal will be following the timescale below:

Month 1: Distribute previous year's data to involved and interested parties or agencies and the media;

Month 2-4: Have collected and submitted all information for Memorial Day Project for national debut;

Month 4-6: Recruit/Train Volunteers; submit progress report to the Highway Safety Division;

Month 3-11: Monitor Courts/Collect Data;

Month 4: Progress Report for first quarter due to Highway Safety on or before the 15th;

Month 7: Progress Report for second quarter due to Highway Safety on or before the 15th;

Month 10: Progress Report for third quarter due to Highway Safety on or before the 15th; and

Month 12: Analyze Data and Prepare Final Report and Submit to Highway Safety Division.

A computerized tracking system is the most effective method of compiling statistical information and providing feedback to the state legislators on the effectiveness and enforceability of the current DWI laws. The systematic documentation that a case-tracking database provides also gives credibility to the court-monitoring program. Courts cannot claim that any organization conducting court monitoring is skewing results when the information is systematically recorded into a database. The utilization of a case-tracking database has proven a powerful tool to tighten up a lax, lenient county court system. The database reports show a change in the behavior of the prosecutors and judges as fines and jail sentences have increased and dismissals have decreased.

## EVALUATION

Following the conclusion of the project, a final report will be delivered to the project director of the Highway Safety Division, documenting the project activities and reporting the effects of the court monitoring/partnership program in each community and overall. A Case Study Report citing the daily operations and details in each community will also be submitted. The report will set out what components of monitoring worked and what did not work and why. The final report will also conclude whether court monitoring is an effective tool to reduce the number of alcohol-related

fatalities in the communities monitored. A final How-To Guide (in print form and on CD-ROM), court monitoring kit, and training video will be submitted to the Highway Safety Division at the conclusion of the project.

#### **PROBLEM IDENTIFICATION:**

The mission of Mothers Against Drunk Driving (MADD) is to stop drunk driving, support victims of this violent crime and prevent underage drinking. The MADD Missouri Court Monitoring/Partnership Program focused on fourteen target counties the first year of the grant period based on 2003 DWI Highway Patrol only prosecution rates: Wright 5%, St. Clair 5.6%, Osage 9.3%, Morgan 11%, Mercer 12.5%, Pike 13%, Ste. Genevieve 14%, Franklin 15%, Lincoln 15.8%, Texas 18.4%, and Johnson 19.8%. The program focused on three metro counties the second year of the grant period: St. Louis 19%, Jackson 14.2%, and Clay 11.4% along with the original fourteen counties and five counties for 2004 which were: Caldwell, Carter, Henry, Platte, and Worth. Subsequently the program focused on five counties for 2005 and they were: Harrison, Andrew, Maries, Shannon, and Ripley. MADD Missouri has now averaged the 3-year totals of 2003, 2004, and 2005, which has culminated in the following 12 counties receiving the push for project monitoring purposes. They are: St. Louis, Franklin, Lincoln, Ste. Genevieve, Jackson, Clay, Platte, Caldwell, Mercer, Harrison, Osage, and Maries counties.

Comparing 2007 Missouri alcohol related total crashes of 3,196 to 2004 Missouri alcohol related total crashes of 3,799 shows a decrease of 0.15% of alcohol related crashes in the first nineteen counties and subsequent total of twenty-nine counties that have been monitored by the MADD court monitoring project since Feb. 2005 to Mar. 2008 (see attached MODOT Traffic Division alcohol related crashes).

For the second year MADD National conducted a Memorial Day Holiday court-monitoring project across the nation. Eleven MADD State organizations and affiliates (chapters) were asked to participate in this special project involving DWI arrests and court monitoring during the 2007 holiday period. Cole County is unique, with the state capital, Jefferson City, located within its boundaries and a population of 71,397. It has five cities or villages, with three law enforcement agencies responsible for DWI enforcement, including the Missouri State Highway Patrol, Cole County Sheriff's Department and Jefferson City Police Department. The press release for the Memorial Day Project 2007 showed that these departments did an outstanding job of enforcement by increasing the amount of arrests during this holiday period by 33% over 2006.

A study conducted for the National Highway Traffic Safety Administration (NHTSA) in 1990 examined court monitoring in the state of Maine (Impact of Court Monitoring on DWI Adjudication, December 1990, DOT HS 807 678). The results showed that court monitoring is an effective tool to affect the adjudication process. In cases where court monitors were present, the conviction rates of DWI/DUI offenders were higher by ten percent and the case dismissal rates were lower by 70 percent. Cases that were monitored showed that an individual's refusal of a BAC test resulted in a higher conviction rate of approximately 25 percent over refusal cases that were not monitored. The overall case dismissal rate was nearly 90 percent lower. The study noted that the effects on sentences, in terms of strictness and adherence to the limits set out in statutes, were greatest for drivers with blood alcohol levels (BAC) between .10 and .11 and in cases where the driver had refused a BAC test when monitors were in the courtroom. This was especially true for first-time offenders.

In court monitoring programs, volunteers observe, track, and report on court activities related to impaired driving cases. Ideally, they follow cases from arrest through disposition, recording the



proportion of cases that are dismissed or reduced down to lesser offenses, the rate of convictions, the sanctions imposed, and whether the sanctions are carried out. Studies of court monitoring programs indicate that monitored cases produced higher conviction rates and stiffer sentences than unmonitored cases. Court monitors are able to draw attention to the system's shortcomings.

Conviction rates for impaired driving vary widely from state to state, indicating failures and inconsistencies in case processing systems. For example, Connecticut reported that in 1998, 72 percent of DWI arrests were adjudicated "other than guilty." By contrast, California reported that 72 percent of DWI arrestees were convicted in 1998 (It's Time To Get MADD All Over Again - Resuscitating The Nation's Efforts To Prevent Impaired Driving).

Court monitoring has also proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. This makes the courts more accountable to the communities they serve. This dialogue often serves to advance improvements such as identifying shortcomings in the system, recommending solutions and advocating for change in the court system and procedures.

### **GOALS AND OBJECTIVES:**

#### **GOAL:**

To analyze the criminal justice system to determine where breakdowns are occurring in the trials and adjudication of impaired-driving defendants and offer solutions.

#### **OBJECTIVES:**

1. Compare baseline data with outcome data to determine whether the presence of monitors increased the conviction rates of DWI offenders;
2. Place monitors in courts to record court action from arraignment through post-conviction and to see whether the presence of monitors will cause a decrease in the DWI case dismissal rate;
3. Place monitors in courts to determine if careful monitoring will bring about an increase in the sentence length for DWI offender; and
4. Observe the alcohol fatality and injury rates to determine if conviction rates improve as alcohol fatality and injury crashes decrease in those monitored counties using information from the traffic studies and corrections engineer.

### **RESULTS:**

The MADD Missouri State organization has court monitored the counties that fell under the 21.5% DWI/BAC conviction rate. These conviction rates involved the totals of the MO State Highway Patrol arrests. The counties are: St. Louis, Franklin, Jackson, Cass, Jefferson, Pike, Lincoln, Gasconade, St. Clair, Iron, Warren, and Wayne.

MADD MO completed a specialized monitoring project of the eight DWI weekend saturations that occurred at the Lake of the Ozarks during the spring, summer, and fall of 2008. The enforcement project was funded by the Division of Highway Safety and the Central Region of the MO Coalition for Roadway Safety. MADD tracked a large amount of offenders that received decisions in their favor against the Department of Revenue in Camden County. MADD MO conducted meetings with the Dept. of Revenue to encourage/empower the administrative process for Camden County. The third year for this monitoring project is ongoing with twelve DWI weekend saturations for 2009. The preliminary total of DWI arrests was 154 by the MO Highway Patrol.

MADD MO and the MO Highway Patrol collaborated/presented a static display of the enforcement and court monitoring of the 2007 and 2008 DWI weekend saturations at the Lake of

the Ozarks. The funding sources were also displayed. The static display was presented at the Life Savers conference in Nashville, TN in March of 2009. Many inquiries from across the United States were made in regards to the enforcement and monitoring results. MADD MO released the results to the television and print media in the Central MO area.

MADD MO Central has received over fifty court monitor concern calls. Many have involved chronic or aggravated DWI offenders. We have monitored some of the cases or directly communicated with the prosecutor's offices to encourage/empower maximum sentencing recommendations. In other cases we have encouraged law enforcement supervisors, circuit and associate circuit clerks, and sheriffs to submit statutorily required paperwork, i.e. alcohol influence report forms, reporting of DWI arrests to the DWITS tracking system, records of convictions, abstract of records, and informational technology (IT) entries.

MADD MO conducted training at the LETSAC conference in August 2009 at the Lake of the Ozarks. We received numerous positive comments in regards to the training and presentation. Further comments and statements, in regards to felony DWI charges, were encouraged/empowered by county prosecutors in Ray and Jackson counties for LETSAC.

MADD MO conducted two adult community workshops and an adult general assembly in Reynolds County in March 2009, advertising the court-monitoring program. Volunteer victim advocates conducted a youth general assembly at the Ellington School District in coordination with the court monitor program.

MADD MO conducted more than seven television interviews, radio interviews, and more than six newspaper interviews and incorporated the court monitor program in each interview. During two interviews in August we called for the Governor to reinstitute the Governors DWI Task Force due to inconsistent DWI sentencing in some parts of the state, including St. Louis. One newspaper followed up questions and concerns. Other interviews centered on the sentencing of ignition interlocks, usage, recommendation, etc.

MADD MO supported and endorsed the law enforcement agencies that have called for assistance with city council members, mayors, prosecutors, etc. in regards to questions about sobriety checkpoints, DWI arrests, prosecution, etc. The information concerning lack of prosecution in Dent County was discussed with the Dent County Sheriffs Dept., MO Highway Patrol, and MO Attorney General's Office and culminated in the resignation of the elected prosecutor on June 15, 2009 for medical reasons.

The MADD MO State organization and the Court Monitoring Project are very pleased to announce this success report would not be complete without noting the successes of Missouri volunteers. One of MADD MO's outstanding court monitors has been selected as the 2009 MADD National Criminal Justice Volunteer Court Monitor of the Year for their efforts and work in court monitoring for 2008. To double that recognition, one of their trained and active court monitors in rural Missouri has been selected as the MADD National Golden Achievement Award recipient for 2009.

Below are some examples of conviction rates in some of the counties monitored:

- Franklin County DWI conviction rate was 16.4 percent in 2007 and has seen slight increase in DWI convictions for 2008, which is now at 19.6 percent.
- Jefferson County has seen a decrease in DWI convictions. Jefferson County in 2007 was slightly

over 21.5 percent. However, in May of 2009 the conviction rate for Jefferson County had dropped to 16.9 percent. They will be picked up in FY2010 for court monitoring.

- Lincoln County has raised their DWI conviction rate from 6.6 percent in 2007 to 17 percent.

- Pike County dropped their conviction rate from 14.3 percent in 2007 to 7.7 percent.

Conversations continue with Pike County prosecuting attorney, Mark Fisher to increase their conviction rate.

- St. Louis County has increased their conviction rate from 15.7 percent to 16.8 percent.

- Warren County has increased their conviction rate from 19.4 percent in 2007 to 36.8 percent for 2008.

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**FUNDING:**

154 : \$113,740.00

**HS CONTACT:**

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573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Sobriety Checkpoint Equip

**PROJECT NUMBER:**

09-K8-03-03

**PROGRAM AREA:**

Alcohol

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

This project will provide funding for the following items for sobriety checkpoints: lighting, traffic cones and delineators, flares, signing (Stop, Flagman, and Sobriety Checkpoint Ahead), safety vests, generators, and any other item required to maintain safety for officers and motorists within the checkpoint area.

Funds from this grant will also be used for maintenance and repairs to the fleet of BAT vans located in law enforcement agencies across the state.

**PROBLEM IDENTIFICATION:**

Local agencies lack the funding to properly equip a sobriety checkpoint to create a safe workzone designed to enhance safety for officers working and motorists passing through. The problem is found throughout the year within the State of Missouri.

**GOALS AND OBJECTIVES:**

The goal of the program is to provide a funding source to purchase sobriety checkpoint equipment. This equipment will be used by law enforcement agencies to host sobriety checkpoints and combat and deter impaired driving.

**RESULTS:**

The following law enforcement agencies received assistance through this grant for sobriety checkpoint equipment or BAT van repairs:

Pleasant Hill PD - Balloon light, Patio Heaters

Franklin County SO - Balloon light and generator

St. John PD - Flares

Waynesville PD - 2 Portable Breath Testers

Moberly PD - Balloon light, generator, cones, and BAT van decals

Creve Coeur PD - BAT van repairs, traffic vests, flares

Cartersville PD - 2 Portable Breath Testers

Jefferson County SO - Flares and flashlights, checkpoint equipment trailer, paint, graphics,

Reynolds County SO - 2 Portable Breath Testers

St. Robert PD - 2 Portable Breath Testers, light bar for BAT van, LED flares

Washington PD - Balloon light, generator

Troy PD - Portable Breath Tester  
Anderson PD - Portable Breath Tester  
Camdenton PD - 2 Portable Breath Testers  
Webster County SO - 3 Portable Breath Testers  
Perry County SO - Flares, batteries for Turbo Flares  
Goodman PD - Portable Breath Tester  
Overland PD - Balloon light and generator  
Potosi PD - In-car video camera  
Kennett PD - Balloon light, generator, cones, LED Beacon kit  
Nixa PD - Balloon light, generator, cones, BAT van repairs, graphics, light bar  
Velda City PD - Balloon light, generator, cones, extension cords, trailer to store checkpoint equipment  
Lees Summit - Balloon light and generator  
St. Charles County SO - BAT van graphics and light bar, 3 light bars for DWI cars  
Maries County SO - Balloon light and generator  
Cape Girardeau PD - BAT van repairs - new engine  
Washington County SO - In-car video camera  
Byrnes Mills PD - Traffic cones  
Greene County SO - Flares  
Boone County SO - BAT van repairs  
Smithville PD - Balloon light and generator  
Arnold PD - Flares  
Olivette PD - Light towers, generator, extension cords

Also, thirty (30) sets of checkpoint signs were ordered in FY09 along with 90 stands. Traffic safety vests were also ordered for distribution to law enforcement agencies.

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**FUNDING:**

410 : \$160,000.00

**HS CONTACT:**

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## OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri the usage rate for seat belts was 77.2% in 2009—up 1.2% from the previous year when it was 76%, and still lower than the national average. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

The greatest effort in the Occupant Restraint area was implementation of Missouri's *Click It or Ticket* seat belt campaign. Paid advertising was used to produce radio public service announcements and billboards. Emphasis was placed on reaching the population of the general public with special emphasis on minorities.

Missouri's motorcycle safety program (administered by the Missouri Safety Center at University of Central Missouri) focuses on crash prevention, which is the area that has the greatest potential to offer a safety payoff for motorcyclists. MoDOT supports effective state rider education and training programs and encourages proper licensing for all motorcyclists. We will analyze feedback from the *Ride Safe Missouri* training program to evaluate progress toward the benchmark.

### OTHER OCCUPANT PROTECTION INITIATIVES

Due to the passage of a booster seat law in 2006, Missouri has continued to apply for and receive 2011(d) grant funding for the last four years to further enhance child passenger safety efforts for low-income families. In order to effectively determine misuse of child safety seats, and correct that misuse, parents/caregivers must be able to bring their vehicle and child safety seat to a certified technician to be taught how to correctly install their child safety seats. In order to accomplish this, individuals must be trained as certified child safety seat training Instructors. These instructors then train certified technicians who are equipped to check the safety seats and provide education to parents/caregivers for proper installation. Established locations, dubbed "inspection stations" have to be identified where the seats and vehicles can be brought for the proper check. To date, Missouri has a database of 35 instructors, 956 certified technicians, and 182 operational inspection stations throughout the state.

### BENCHMARKS

Established	Result
Establish a baseline usage rate for children in booster seats	No booster seat survey was conducted during the grant year, therefore the data is unavailable at this time.
2% increase in the statewide safety belt usage rate (2007 the usage rate was 77.2%)	Survey results indicate the safety belt usage rate in 2008 was 76%, a 1% decrease from 2007 (77%). The usage rate for 2009 is 77.2%, a 1.2% increase from the previous year.
2% increase in the teen young driver safety belt usage rate (2007 usage was 61.3%)	Survey results indicate the teen young driver safety belt usage rate in 2008 was 62%. A .7% increase from the previous year. The 2009 rate is not yet available.
2% increase in the child occupant restraint usage rate (2007 usage was 88%)	Survey results indicate the child safety seat usage rate was 90% in 2008. In 2009, the usage rate rose to 91.3%.
2% increase in the CMV operator safety belt usage rate (2007 usage was 67.5%)	Survey results indicate the safety belt usage rate was 73% in 2008. In is anticipated another survey will be conducted in 2010 (every other year).
100% correct use of child safety seats by parents/caregivers upon exiting checkup events or fitting stations	CPS technicians hosting check-up events ensure that every child leaves safer than when he/she arrived. A uniform checklist is used by technicians to ensure all misuses are being corrected and that the parents/caregivers are educated about the proper use and installation of child safety seats.
Assure there is an adequate base of certified Child Passenger Safety (CPS) Technicians and Instructors within the state	A data base of certified CPS technicians and instructors is made available to all State CPS Coordinators and is downloaded from the Safe Kids Worldwide website on a regular basis and maintained in the Highway Safety Office. Currently there are 956 certified CPS technicians in Missouri, plus 35 instructors.
2% decrease in fatalities and disabling injuries resulting from crashes involving young drivers compared to the previous 3-year period (2005-2007 – 7,318)	In 2006-2008, 614 persons were killed and 5,967 were seriously injured in traffic crashes involving a young driver of a motor vehicle for a total of 6,581. This is an 11.2% decrease from the previous 3-year time frame of 7,318.
2% decrease in fatalities and disabling injuries resulting from crashes involving young drinking drivers compared to	In 2006 – 2008, 103 fatalities and 572 disabling injuries involved young drinking drivers for a total of 675. This is a

the previous 3-year period (2005-2007 = 766)	13.5% decrease from the previous 3-year period of 766..
2% reduction in the number of fatalities and disabling injuries resulting from crashes involving school buses in comparison to the previous 3-year period (2005-2007 = 154)	Of the nine persons killed during 2006-2008 in crashes involving school buses, none were actual occupants of the school bus, one was a pedestrian, and the remaining eight were some other person in the incident. Of the 79 persons seriously injured, 24 were occupants of the school bus, five were pedestrians and 50 were some other person in the incident. The total was 88, a decrease of 42.9% from the previous 3-year total of 154.

### Strategies

Identified	Implemented
Conduct NHTSA-approved statewide observational safety belt survey in May/June (pre, peak, and post surveys in conjunction with enforcement mobilizations and public awareness campaigns)	The 2009 survey was conducted from Monday, June 1 through Sunday, June 7, 2009. The survey resulted in 94,799 observations in cars, pickup trucks, sport utility vehicles (SUV's), and vans. The usage rate on Missouri roadways was found to be 77.18%, which is up from last year's rate of 75.8%.
Conduct annual teen statewide safety belt enforcement and public awareness campaign in February/March followed by the teen observational safety belt survey in March/April	During the teen safety belt enforcement and public awareness campaign, 73 law enforcement agencies wrote 2,993 safety belt violations.
Conduct observational booster seat survey at identified pilot sites in Spring 2009	No booster seat survey was conducted during the 2009 grant year. The logistics of a survey will be discussed during the MO CPS Advisory Committee annual meeting in August.
Produce, promote and distribute educational materials addressing: occupant protection laws; importance of wearing safety belts all the time; properly installing child safety seats; booster seat use; air bag safety	Brochures outlining the benefits of using booster seats and the proper installation of child safety seats are developed and/or updated as needed.
Maintain a state CPS Advisory Committee and implement their recommendations where appropriate	The MO State CPS Advisory Committee meets annually to discuss goals, and the objectives by which those goals will be met. Each District in the state is represented by a child passenger safety technician/instructor from that respective area.
Conduct 8 certified Child Passenger Safety Technician classes statewide	A total of nine NHTSA CPS courses were scheduled during the fiscal year, six of which were successfully held around the state. Those areas included Camdenton, Columbia, Joplin, Kirksville, Sedalia, and Whiteman Air Force Base. These classes afforded 74 individuals the opportunity to become certified as Child Passenger Safety Technicians.
Certify an additional 2 CPS Instructors	An additional two instructors were certified during the grant year, however, three existing instructors did not recertify due to change in job status, therefore the instructor pool in Missouri is 35 (one less than last year).
Support child safety seat checkup events and educational programs through local law enforcement agencies, fire departments, Safe Communities, hospitals and health care agencies, safety organizations such as Safe Kids, and the Highway Safety Division	Many of the CPS classes scheduled and held throughout the year were held at Fire Departments or Health Care Facilities. Personnel from these agencies become certified and then help educate the public in their communities regarding the importance of the proper installation and use of child safety seats. Highway Safety staff has either facilitated or assisted at other check-up events around the state throughout the fiscal year.
Work with partners and with the media to garner support for annual CPS Week in September	Child Passenger Safety Week ran from September 13-19, 2009. This year a contract was generated through the University of Center Missouri for overtime enforcement efforts to focus on child passenger safety violations. Funds were used for creative advertising and campaigns to reach Missourians with the CPS message during the campaign.
Provide child safety seats/booster seats and supplies to inspection stations for distribution to low income families	This year over \$10,276 in child safety seats were shipped to 83 inspection stations that were listed on the NHTSA website

(note: inspection stations must meet guidelines established by Missouri's CPS Advisory Committee and must be listed on the NHTSA website <a href="http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm">http://www.nhtsa.dot.gov/people/injury/childps/CPSFittingStations/CPSinspection.htm</a>	for distribution to low-income families.
Promote the <i>Saved by the Belt</i> survivor program; maintain a database of survivors to contact those who are willing to speak publicly about their life-saving experience	The HSD continues to add to the database of survivors for the <i>Saved by the Belt</i> campaign. Information for the program is also available on the <a href="http://saveMOLives.com">saveMOLives.com</a> website.
Conduct statewide law enforcement <i>Click It or Ticket</i> mobilizations with State Patrol and local law enforcement agencies scheduled for May 18-May 31, 2009	This task was accomplished through the Missouri Safety Center and the Missouri State Highway Patrol from May 18 through 31, 2009. Over 188 agencies participated and recorded 7,243 seat belt violations, 243 CPS violations and 30,417 traffic stops. Over 19,219 hours were worked.
Complement <i>Click It or Ticket</i> law enforcement mobilizations with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the <i>Click It or Ticket</i> safety belt campaign message	The HSD contracted with TrueMedia, Inc, as well as Learfield Communications to promote the <i>Click It or Ticket</i> campaign. Information was distributed to the law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted numerous media interviews
Encourage state and local law enforcement agencies to participate in non-funded, one-day, quarterly <i>Click It or Ticket</i> mobilizations scheduled for November 26, 2008, February 25, 2009, April 15, 2009, and September 9, 2009 (incentive items will be awarded during 2 of these mobilizations to help persuade agencies to be involved)	State and local law enforcement agencies participated in the one-day, quarterly mobilizations. Window tent meters were awarded as incentive items. In addition, a random drawing was held for additional items, i.e., radars, turboflares. One other random campaign had a drawing for incentive items as well.
Conduct paid media efforts and work toward continued increases in earned media efforts	The HSD contracted with TrueMedia, Inc., to assist with the media buy for the campaign, as well as Learfield Communications.
Develop educational pieces to heighten awareness concerning the life-saving and economic benefits derived from primary safety belt laws and enhanced child safety seat laws	Trained four officers in Traffic Occupant Protection Strategies to increase officer awareness in safety belt use among law enforcement agencies and the general public. In addition, a "check the box" poster was developed encouraging enforcement of safety belt law by officers.
Conduct youth safety belt selective traffic enforcement efforts statewide March 15-31, 2009 ( <i>Operation Safe Teen</i> coupled with press releases, radio spots, and materials targeting young drivers)	During the <i>Operation Safe Teen</i> campaign, traffic enforcement efforts focused on youth safety belt usage. A total of 73 law enforcement agencies participated and wrote 2,993 safety belt violations. The "Get Your Buckle on" campaign was created (details regarding press releases, radio spots and educational materials can be found in the Public Information section of this report).
Promote the <i>Never Made It</i> and <i>Battle of the Belt</i> youth campaigns; modify or enhance campaigns as needed to keep a fresh approach for the teen audience	The Traffic Safety Alliance provided assistance with efforts for the "Battle of the Belt" high school competition by guest speaking for assemblies.
Develop youth safety belt public awareness materials with input from young drivers	Brochures were printed and the <a href="http://saveMOyouth.com">saveMOyouth</a> website was updated as needed with the assistance of teen focus groups from local high schools.
Educate youth on the importance of safety belts through programs such as Team Spirit Leadership Training & Reunion, Think First, and the Young Traffic Offenders Program	The Annual Team Spirit Conference trained 28 high school teams and during the TS Reunion 11 high school teams were trained. During Think First presentations a total of 15,636 high school students were reached. The Young Traffic Offenders Program is held the 1 <sup>st</sup> Friday of every month.
Coordinate the production of paid media messages and public service announcements	The production of paid media messages and public service announcements are coordinated by staff within the System Management Customer Relations section for the Highway Safety Division.
Continue support for youth prevention and education programs to include Team Spirit Leadership Conferences; Team Spirit Reunion; Think First Programs (school assemblies, Traffic Offenders Program, and the corporate program); <i>Every 15 Minutes</i> ; DWI docudramas; CHEERS university-based designated driver program	All of these programs are supported during the grant year and are updated as needed.



Continue statewide distribution of <i>Safe Driving for Life, A Parent's Guide to Teaching Your Teen to Drive</i> through DOR offices and Highway Patrol driver examination stations	Approximately 50,000 copies of the booklet were purchased and distributed by Missouri Department of Revenue Field Offices and the Missouri State Highway Patrol Driver Examination Stations across Missouri. No revisions were needed during this grant cycle.
Seek out and continually assess young driver educational programs to determine the best and most cost-effective way to reach the largest number parents who are teaching teens to drive and teens who are learning to drive	The regional youth coordinators with Missouri Coalition for Roadway Safety meet and discuss opportunities to educate parents for effective means to reach teen who are learning to drive.
Continue to update, as needed, materials and web site information on young, high-risk drivers; develop materials that are especially appealing to young drivers	Materials are continuously updated as needed and along with the web site as new information is available.
Include information on the GDL law in highway safety materials, on the web site, and within presentations	No changes have been made in the GDL law during the grant year. Information is shared during presentations and through printed materials and the saveMOyouth website.
Support projects designed to prevent underage alcohol purchase, apprehend minors attempting to purchase alcohol, and provide a physical enforcement/intervention presence (e.g., Badges in Business, Server Training, SMART web-based server training, Party Patrol, selective enforcement, PIRE law enforcement training, compliance checks, and multi-jurisdiction enforcement teams)	During this grant cycle 3 PIRE trainings were held, one six-hour training in each location: St. Louis, Springfield and Kansas City. Each training was conducted by 3 PIRE trainers. Topics included: Handling Special Events, Creative Enforcement Strategies that Work, and Fake Identification. A total of a90 Law Enforcement officers were trained. Additional training that focused on underage drinking was provided throughout the grant year.
Conduct an annual safety belt survey of young drivers and their passengers	A survey was conducted in April; results are pending.
Provide funding to support college/university prevention programs (Partners In Prevention, Partners In Environmental Change, CHEERS Designated Driver program) that focus on the development and implementation of UMC's <i>Drive Safe, Drive Smart</i> campaign	Funding is provided to the University of Missouri Columbia for the continuation of all programs & campaigns. The number of CHEERS establishments remained the same during this grant cycle.
Encourage strict enforcement of Missouri laws targeting young drivers (e.g., Graduated Drivers License, Zero Tolerance, Abuse and Lose)	Approximately 90 law enforcement officers were trained during 3 sessions through PIRE training.
Promote saveMOyouth web site	The saveMOyouth website is promoted on all incentive items and printed materials.
Initiate 1-866-MustB21 – a statewide underage drinking tipline to report parties involving underage drinking, plans to purchase alcohol for underage persons, and sales to minors	Project was not initiated due to change in personnel.
Support and implement, if feasible, recommendations made by the 2005 Governor's School Bus Task Force	Highway Safety staff are prepared to address the public regarding safety on school buses as determined by the 2005 Governor's School Bus Task Force.
Continue to serve on any state school bus safety committees	Two staff members serve as representatives from the Highway Safety office (Child Passenger Safety Coordinator and the Safe Routes to School Coordinator). They regularly attend the School Bus Task Force meetings held every quarter. This affords the opportunity to stay informed about current changes in the school bus industry that may affect safety measures.
Expand current public awareness materials to address compartmentalization of school buses, general safety issues regarding riding a school bus, safety around the loading zones, and sharing the road with school buses	The State CPS Coordinator taught a portion of the curriculum offered at the School Bus Driver Trainers course held at the University of Central Missouri in Warrensburg. The curriculum included public awareness information regarding safety issues including compartmentalization on school buses (taken directly from the NHTSA certification training program). The same information is shared in safety presentations to parents/caregivers any time the opportunity arises.

# MISSOURI

## Annual Report 2009

**PROJECT TITLE:**

Bicycle/Pedestrian Safety

**PROJECT NUMBER:**

09-OP-05-03

**PROGRAM AREA:**

Occupant Protection

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

bicyclists, pedestrians and all drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

Instructional materials will be distributed statewide to educators, health care professionals, emergency response teams, law enforcement departments and safety advocates to communicate the safety message. The broad goal is to reduce bicycle/pedestrian fatalities and serious injuries. Educating motorists is the most crucial missing element. The second most important focus is on educating the bicyclists/pedestrians to employ safer, defensive behavior (including wearing helmets for bikers, skaters and boarders). Providing nonmotorists with something simple that can be worn or fastened to equipment would increase visibility (armbands, legbands, lanyards, zipper pulls, blinkie lights).

**PROBLEM IDENTIFICATION:**

Safety for nonmotorized travelers is a strong concern in Missouri. From 2005 to 2007, 272 bicyclists and pedestrians were killed in crashes with motorists. During the same time frame, 1,178 suffered disabling injuries. Many more crashes were recorded in hospital records of bicycle/pedestrian injuries that did not involve a motorist. The people involved in these crashes were motorists, bicyclists and pedestrians. An educational campaign is necessary to instruct all of these road users on how to share the road, supported by safety equipment such as helmets, reflective arm and leg bands and lights.

Although bicycle and pedestrian-involved crashes occur across the entire state, they occur with higher frequency in locations of denser population (such as St. Louis, Kansas City, Springfield, Columbia, Joplin, St. Joseph, Jefferson City, Cape Girardeau). Other clumps of high incidences include Sikeston, Moberly, Branson and Camdenton. Surprising clusters occur along major corridors such as I-44, I-70 and Highway 50; some of these may be attributable to pedestrians walking along the interstate because their vehicle has become disabled.

**GOALS AND OBJECTIVES:****Goal:**

To provide instructional materials statewide to communicate the bicycle and pedestrian safety

message.

**Objectives:**

- To provide education through brochures
- To provide helmets to bicylists in order to reduce fatalities/injuries

**RESULTS:**

During the current fiscal year, funding was used for the purchase of 396 bike helmets for a total of \$1,980. The remainder of the \$5,000 grant was used toward the purchase of the "A to Z" publication to help bicyclists understand the concept of the bicycle safety message.

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**FUNDING:**

402 : \$5,000.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**  
OP-Youth Enforcement

**PROJECT NUMBER:**  
09-PT-02-157

**PROGRAM AREA:**  
Police Traffic Services

**JURISDICTION SIZE:**  
5,000,000

**TYPE OF JURISDICTION:**  
Statewide

**TARGETED POPULATION:**  
All High School students in Missouri

**AGENCY NAME:**  
Missouri Safety Center

**AGENCY CONTACT:**  
Mr. Terry Butler

## **PROJECT DESCRIPTION:**

The Missouri Safety Center proposes to continue the Operation Safe Teen youth enforcement effort. Specifically, special overtime enforcement contracts will be issued to local law enforcement agencies around the 80 high schools included in the observational survey. A selected group of 80 law enforcement agencies will be identified to work this enforcement effort. The efforts of each agency will be tracked and observational studies conducted to determine the impact of the enforcement efforts.

### **Goals:**

Increase teen seat belt usage in Missouri above the 2007 rate of 61.1%

### **Objective:**

1. Identify the law enforcement agencies around the 80 high schools included in the survey methodology, offering those agencies teen safety belt enforcement contracts.
2. Collect and analyze the enforcement data from the enforcement effort, including electronic reporting through MoDOT's new data collection system.
3. Provide resulting data for use with media efforts as part of the public information program to increase awareness of the enforcement efforts.

## **PROBLEM IDENTIFICATION:**

A high school seat belt observational survey was conducted in Missouri between March 15 and April 16, 2007. A total of 25,608 observations were collected at 150 high schools. Two observational instruments were used; one focused on the vehicle and driver and the other focused on the front seat outboard passenger and other vehicle occupants. There were 15,227 teenage and 8,691 adult drivers observed. In addition, 1,690 front seat outboard passengers were identified of which 1,502 were teenagers.

There were 15,227 teenage drivers observed, of which 9,296 or 61.1% were using seat belts. While this is a 3.2% increase over the 2006 usage rate of 57.9%, it's still well below the statewide seat belt useage rate of 75.2%. Female teenage drivers' seat belt use was 12% higher than male teenage drivers' at 67.1% and 54.8% respectively. Seat belt use among male teenage drivers increased almost 2% when compared to 2006 data. Safety belt use among teenage female drivers increased 4% when compared to 2006 data. Only 56.7% of the male teenage drivers wore a seat

belt when there was a teenage front seat outboard passenger in the vehicle (the teenage passengers' seat belt use was slightly higher at 58%). When the teenage driver was female and there was a teenage front seat outboard passenger, the drivers' seat belt use was 63.7% and the passengers' was slightly higher at 64%. Teenage drivers of vans were most frequently belted at 69.9%. By comparison, only 44.9% of the teenage drivers of trucks were belted. During the years 2004 - 2006, just looking at the young people between the ages of 15 through 20, 78.3% of those who died were not buckled up.

Missouri continues to make progress in public information and enforcement efforts to increase teen safety belt use. However, more effort is needed in the area of enforcement by "conducting youth safety belt selective traffic enforcement efforts statewide [Operation Safe Teen]" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 41, Strategy #16.

### **GOALS AND OBJECTIVES:**

1. Identify the law enforcement agencies around the 80 high schools included in the survey methodology, offering those agencies teen safety belt enforcement contracts.
2. Collect and analyze the enforcement data from the enforcement effort, including electronic reporting through MoDOT's new data collection system.
3. Provide resulting data for use with media efforts as part of the public information program to increase awareness of the enforcement efforts.

### **RESULTS:**

Missouri Safety Center contracted with local/county/state law enforcement to provide overtime enforcement at and around targeted high schools to increase compliance with seat belt primary enforcement under GSL laws of the State of Missouri.

Out of the 153 agencies contacted, 44 participated.

Total number of officers involved was 207 working 729 hours.

The Get Your Buckle On campaign began during the youth enforcement period. Campaign included advertisements on the internet, newspapers and a notice sent to all high school principals. Campaign revolves around a PSA contest for a chance to win prizes and have the video professionally developed for Missouri airtime.

Number of Total Traffic Stops - 4610  
Seat Belt Violations - 1178  
Child Restraint Violations - 15  
DWI Arrests - 65  
Speed Violations - 1248  
Drug Arrests - 10

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### **FUNDING:**

402 : \$55,200.00

**HS CONTACT:**

Carrie Wolken

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Driver Improvement Prog

**PROJECT NUMBER:**

09-PT-02-154

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide Traffic Offenders

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

Under the authority of the Missouri Department of Transportation - Highway Safety Division, oversight of the Driver Improvement Program was transferred to the Missouri Safety Center in 2004. As of December 31, 2007, Missouri currently had 40 sites approved to offer the Driver Improvement Program (32 classroom site providers and 8 internet site providers). Missouri Safety Center oversight includes: monitoring of existing classroom and internet providers for curriculum compliance, quality assurance visits, ensuring that classroom site providers are offering re-certification for existing instructors and proper certification of new instructors and providing informational flyers during the annual judge/prosecutor training.

**PROBLEM IDENTIFICATION:**

According to RSMo 302.302, the state of Missouri has in effect a point system for the suspension and revocation of licenses. Included in Section 5 of the statute is a system for waiving the assessment of points against the operator in the form of a Driver Improvement Program:

"The system shall provide that the satisfactory completion of a driver improvement program or, in the case of violations committed while operating a motorcycle, a motorcycle-rider training course approved by the Director of the Department of Public Safety, shall be required. This would apply to an operator, when so ordered and verified by any court having jurisdiction over this state, county or municipality, regulating motor vehicles, other than a violation committed in a commercial motor vehicle, or other violation committed in a commercial motor vehicle as defined in section 302.700, shall be accepted by the Director in lieu of the assessment of points for a violation pursuant to subdivision (1), (2), or (4) of subsection 1 of this section or pursuant to subsection 3 of this section. For purposes of this subsection, the Driver Improvement Program shall meet or exceed the standards of the National Safety Council's eight (8) hour "Defensive Driving Course" or, in the case of a violation which occurred during the operation of a motorcycle, the program shall meet the standards established by the Director of the Department of Public Safety pursuant to sections 302.133 to 302.138."

**GOALS AND OBJECTIVES:****Goals:**

Provide statewide oversight & certification of Driver Improvement Programs in the State of

Missouri.

**Objectives:**

1. Audit each program administrator and instructor to insure that they meet the requirements of the state for re-certification and issue certificates. Review new program provider applications for compliance and approve accordingly;
2. Generate an up-to-date list of approved program providers and instructors for the Missouri Department of Revenue;
3. Audit all program providers that offer courses other than the NSC or AAA standards, including a curriculum review to insure they meet the intent of the law of Missouri. This includes all classroom and internet-based providers;
4. Survey all approved providers to acquire annual training figures and publish an annual DIP status report.

**RESULTS:**

Numerous activities were completed during FY2009 in the Driver Improvement Program:

- 1) Continual correspondence with providers and instructors
  - 2) Audit of online providers
  - 3) Drafted changes to state regulations and submitted to HSD
  - 4) Audited all approved instructor registrations and certifications
  - 5) Updated DIP website
  - 6) Completed 2008 DIP Annual Report
  - 7) Participated in a panel discussion during the Municipal Judges Conference
  - 8) Hosted a AAA recertification course
  - 9) Fielded calls and questions regarding the program
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**FUNDING:**

402 : \$47,196.00

**HS CONTACT:**

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Jefferson City, MO 65102  
573-751-4161



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Statewide Seatbelt Survey

**PROJECT NUMBER:**

09-PT-02-152

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

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**PROJECT DESCRIPTION:**

The Missouri Safety Center proposes to conduct a safety belt usage observational study in June of 2009, to determine the overall usage rate of motorists on Missouri roadways. Data will continue to be collected by vehicle type, roadway type, sex of driver and observed front seat passenger usage as well. The Safety Center will continue to use a highly trained team of observers and monitors to collect the observational data, then analyze and report the findings.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in year 2007 crashes, 1 in 3 was injured when they failed to wear their seat belt. However, when they were wearing their seat belt, their chances of being injured in the crash dropped to 1 in 8. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 32 chance of being killed if they were not wearing a seat belt, but that chance dropped dramatically to only 1 in 1,294 if the driver was wearing a seat belt.

The 2007 Safety Belt Survey developed and conducted by the Missouri Safety Center resulted in 87,543 observations in cars, pickup trucks, sport utility vehicles (SUVs) and vans, establishing a seat belt usage rate of 77.16%.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints for all drivers. However, more improvement is needed and the only way to document progress is to "conduct a NHTSA-approved statewide observational safety belt survey in May/June, 2009" (as noted in the 2008 Missouri Highway Safety Plan and Performance Plan, page 41, Strategy #1).

**GOALS AND OBJECTIVES:****Goals:**

To establish a scientifically-based, NHTSA-approved seat belt usage rate for the State of Missouri.

**Objectives:**

1. Work with the core group of surveyors and monitors and any additional personnel needed to ensure accuracy in the methodology, collection, and data reporting; maintain quality control at the highest level possible;
2. Conduct an observational survey of statewide safety belt use during a specified time in June of 2009;
3. Conduct special spot surveys during the operation of the STEP program to obtain Pre, Peak & Post observational data; collect results of all spot surveys;
4. Analyze data and generate reports as required by the Highway Safety Division of MoDOT (working with the assistance of the Institutional Research Center at UCM).

**RESULTS:**

The Missouri statewide seat belt usage rate was determined to be 77.2%, an increase of 1.4% over 2008's rate.

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**FUNDING:**

402 : \$87,443.49

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Highway-Rail Safety

**PROJECT NUMBER:**

09-PT-02-151

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Missouri Citizens/Road Users

**AGENCY NAME:**

Missouri Operation Lifesaver

**AGENCY CONTACT:**

Director Rick Mooney

**PROJECT DESCRIPTION:**

The Missouri Department of Transportation Railroad Section along with Operation Lifesaver believes any solution should include the 3 E's of Engineering, Enforcement and Education.

MoDOT and Operation Lifesaver will continue to conduct Operation Lifesaver safety presentations across Missouri. Thirteen target counties have been identified and presentations will be given to schools, bus companies, trucking companies and community groups to spread the message about railroad safety. Educational opportunities will not be restricted within these 13 counties to the detriment of all other counties, but there will be a harder push within these counties. Over 1000 safety presentations took place in 2007.

Simulator software was developed for the Highway Patrol Safety Center exhibit in a mobile version to take to safety fairs as well as partnering with Highway Safety to reach Missouri's Youth and Team Spirit events and additional safety fairs. Linn State Technical College agreed to help build a mobile simulator free of charge, but a computer and software equipment to operate the tabletop version may be needed.

Jasper County has accounted for almost 20% of the total number of crossing crashes in both 2007 and thus far in 2008. Missouri Operation Lifesaver, MoDOT, Missouri State Highway Patrol and railroads operating in Missouri will conduct a safety blitz in Jasper County to present educational presentations and to saturate this county with educational/enforcement activities to encourage motorists to drive safely as they approach a railroad crossing. OL presenters and MoDOT staff will present to enhance the local people already in the Jasper County area. This effort will also spill over into a couple of the adjacent counties as well. Road users involved in grade crossing collisions who drive around lights and gates is at an all time high of 57%. In 2007 86% of fatalities resulted when motorists drove through the flashing lights or around the gates before being struck by a train.

Radio advertisements will be ran in key locations around the state to deliver safety messages. Radio advertisements will be developed using 30 second spots with celebrities or community leaders to help spread the word about rail safety in Missouri. By having state money available additional funding can be obtained from Operation Lifesaver, Inc. to more than double the amount of air time that can be purchased.

Missouri has taken the lead on bringing "first responders" up to speed on responding to train related emergencies. The availability of this free training will continue and extend outreach to cities, counties and emergency responders who could respond to train emergencies. Operation Lifesaver has developed the program and the lead trainer has taken an active role in getting this program off the ground, but we have many more emergency responder organizations to spread the message. Another trainer will start giving presentations in the Fall to enhance efforts in this area.

Enforcement also needs to become a bigger topic among prosecutors and police in Missouri in aggressively enforcing laws against running lights and gates and in trespassing on dangerous areas around railroad property. To do this there will be presentations to police departments, legal or prosecutor-related groups on these issues. There will be participation in "Officer on the train" programs to have officers get a real view of how people ignore the dangers of trains. There will be stepped up positive enforcement campaigns in which with police officers will stop people for a brief moment at railroad crossings and give them a coupon for a cherry-limeade and a very brief safety message and a brochure on rail crossing safety. This stop is also combined with seat belt reminder efforts as the free Sonic coupons are only given to drivers who are buckled up. Education and enforcement programs will be developed, coordinated and implemented for the target counties along with additional selected locations within each MoDOT district and Highway Patrol Troops in the state.

#### **PROBLEM IDENTIFICATION:**

Operation Lifesaver and MoDOT along with the Highway Patrol have partnered together to promote rail safety in Missouri. With Missouri having the second and third largest hubs for rail traffic in the nation, the number of trains traveling through Missouri reach record numbers. Missouri continues to see an alarming number of Highway-rail collisions. Fatalities at highway-rail crossings continue to be an issue within Missouri with seven fatalities in 2007 and four fatalities already in 2008. Missouri also had 47 highway grade crossing collisions, which resulted in some very serious injuries on Missouri roadways. With 57% of collisions occurring at active warning devices (i.e. lights or lights and gates), educational and enforcement opportunities are critical.

The Missouri Department of Transportation Railroad Section, Operation Lifesaver, Missouri State Highway Patrol and many Missouri railroad companies have teamed up to try to reduce the number of highway-rail collisions. MoDOT and Operation Lifesaver continue to be the lead partners, and work toward reducing Grade Crossing Collisions through emphasis on the three E's:

- Education
- Enforcement
- Engineering

The following items are target programs that our partnerships have identified as critical elements to the success of outreach efforts:

- Increase educational outreach in target/problem counties in which Grade Crossing incidents occur
- Reduce trespassers on railroad property through educational programs
- Educate motor vehicle operators on hazards of driving around lights and gates in the down position
- Educate the traveling public to identify railroad "cross bucks" as yield signs

- Identify ways of reaching driver education programs to emphasize railroad safety within their programs
- Alert law enforcement groups of motorists driving around lights and gates or "near misses" to help enforce local/state laws
- Work with the existing regional Blueprint for Highway Safety coalitions to combine rail safety efforts with existing highway safety initiatives
- Develop a laptop computer simulator to promote Grade Crossing Safety at safety booths and fairs

## **GOALS AND OBJECTIVES:**

Goal:

- To reduce the numbers of fatalities and collisions at railroad crossings.

## **RESULTS:**

Thirteen days of Positive Enforcement Programs around the state were conducted. Campaigns were held in 9 of the 12 target counties and another 7 counties adjacent to the target counties. In all, over 9,000 drivers were contacted with safety messages and encouraged to wear safety belts. Press releases were sent out for every PEP conducted. Four ten-hour First Responder trainings were conducted in which 141 fire fighters and EMS personnel attended. A total of 35% more presentations were held during this fiscal year reaching over 29,000 people.

The grade crossing simulator in the Highway Patrol Safety Center had to be reconstructed using more durable materials as the handles keep breaking on the simulator. It is now functioning properly. In addition, 150 radio ads from Learfield Communications were purchased and ran on the Missouri Network in May, June and August through October. A total of 3 safety blitzes were conducted during the fiscal year with great results in the 3 target counties; Jasper, Franklin and Stoddard. Crashes are down considerably in each of the three counties from previous years.

Crossing crashes were down by almost 20% for the first half of the fiscal year, with no fatalities through the first 9 months of the year. Operation Lifesaver will continue to work to reduce these numbers by implementing the action plan set forth by the Missouri Operation Lifesaver Board of Directors. Of the \$50,000 grant, a total of \$45,073.07 was expended.

## **FUNDING:**

402 : \$50,000.00

## **HS CONTACT:**

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 P.O. Box 270  
 Jefferson City, MO 65102  
 573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Mature Driver Program

**PROJECT NUMBER:**

09-PT-02-09

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Impaired Drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

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**PROJECT DESCRIPTION:**

Informational materials and educational programs will be created to reach this age group and their family members with targeted messages in order to reduce deaths and injuries resulting from traffic crashes.

**PROBLEM IDENTIFICATION:**

Motor vehicle injuries are the leading cause of injury-related deaths among 65- to 74-year olds and are the second leading cause (after falls) among 75- to 84-year olds. More than 637,000 people 65 or older hold a Missouri drivers license in the state.

Older adults (age 65 and older) are the fastest growing segment of the U.S. population. Not only will there be more drivers, but these drivers will also drive more miles per year than previous generations, and will drive at older ages.

In the past three years, older drivers were involved in 15 percent of the fatal traffic crashes and 12 percent of the crashes involving a serious injury. Compared with other drivers, older drivers have a higher fatality rate per mile driven than any other age group except drivers under the age of 25.

**GOALS AND OBJECTIVES:**

The objective of this in-house memo project is to increase awareness of safe driving habits among Missouri drivers over the age of 65.

**RESULTS:**

CarFit events were hosted in the state and materials were purchased under this project for adaptive devices used for this training. In addition, other activities were conducted during the grant year that did not require funding. The Missouri Coalition for Roadway Safety has approved the creation of a Subcommittee on Elder Mobility and Safety. Solicitation of subcommittee members took place during this timeframe and they will host their first meeting during the next grant cycle.

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**FUNDING:**

402 : \$2,500.00

**HS CONTACT:**

Jackie Rogers

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Jefferson City, MO 65102

573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Young Driver Program

**PROJECT NUMBER:**

09-PT-02-10

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Young Drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

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**PROJECT DESCRIPTION:**

This in-house memo project supports statewide youth programs and activities including:

Youth Incentives & Presentations - The Highway Safety Division provides incentives to compliment community/school-based traffic safety activities. In addition, this project will support traffic safety speakers or presentations at conferences, community events or school activities throughout Missouri.

Youth Website Development: Destination Safe Comics or other website messages and prevention educational material.

Statewide Youth Strategy and Prevention collaboration meetings.

Youth Initiatives Representative coordination efforts for statewide project implementation support.

**PROBLEM IDENTIFICATION:**

A young driver's inexperience combined with extreme risk taking behavior can have tragic consequences. Young drivers are substantially over-involved in traffic crashes. Most of these crashes are both predictable and preventable and should not be accepted by society. Behaviors more frequently associated with injury and death in motor vehicle crashes are non-use of safety belts, driver inattention, speeding and driving under the influence of alcohol or drugs.

In 2007:

·7,543 15- to 18-year-olds were injured in Missouri traffic crashes and 88 were killed. (This includes all vehicle occupants, bicyclists, pedestrians, etc.)

·Only 5.4% of Missouri's 4.2 million licensed drivers were between the ages of 15 and 18 years, but they were involved in 15.1% of all Missouri traffic crashes.

·One person between the ages of 15 and 20 was killed or injured in Missouri traffic crashes every 54 minutes (this includes all vehicle occupants, bicyclists, pedestrians, etc.).



·4,168 15- to 18-year-old drivers were injured in Missouri traffic crashes and 47 were killed.

·10,728 people were injured in Missouri traffic crashes involving a 15- to 18-year-old driver and 114 people were killed.

·One person was killed or injured every 48 minutes in a Missouri traffic crash involving a 15- to 18-year-old driver.

·6,675 people were injured in vehicles with a 15- to 18-year-old driver and 89 people were killed in vehicles with a 15- to 18-year-old driver.

### **GOALS AND OBJECTIVES:**

Youth Incentives & Presentations - The Highway Safety Division provides incentives to complement community/school-based traffic safety activities. In addition, this project will support traffic safety speakers or presentations at conferences, community events or school activities throughout Missouri.

Youth Website Development: Destination Safe Comics or other website messages and prevention educational material.

Statewide Youth Strategy and Prevention collaboration meetings.

Youth Initiatives Representative coordination efforts for statewide project implementation support.

### **RESULTS:**

Incentive items were created and distributed to the 14-18 year old age group throughout Missouri during presentations, as awards and during Team Spirit conferences.

A statewide youth summit was held in Kansas City which included multiple agencies across the state to create a new youth safety belt, speeding and alcohol message aimed at teens.

Brochures were also printed and distributed with funds from this grant. The youth website development is already developed and funded by other grants.

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### **FUNDING:**

402 : \$27,500.00

### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Tween Safety Program

**PROJECT NUMBER:**

09-PT-02-11

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Tweens and parents of tweens

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

The Tween Safety Program will target children between the ages of 8 and 12 years old and their parents. The project consists of intervention programs designed to educate parents and their kids regarding general traffic safety.

Suggested programs are created with specific age groups in mind. For younger tweens between the ages of 8 and 10, activities such as "Spot the Tot", "Trunk Entrapment", "Safety Belt Fit Test" and "Never Leave your Child Unattended" provide information critical to keeping kids safe in and around vehicles. For all tweens and older tweens, the focus will be to learn about basic airbag safety and proper safety belt usage.

The activities and related information will be primarily facilitated through school assemblies, after-school programs, safety fairs, and summer programs. Each program will have printed material with the target age groups for students and parents. Incentives such as pencils, seat belt covers and DVD holders will be provided following the activities to reinforce learning.

Focus groups will be conducted prior to the programs to gather ideas to best fit the needs of the tween population and their parents. The Program Coordinator will be responsible for the completion of these focus groups.

Finally, if possible, the Coordinator will distribute and collect pre and post tests or another selected form of evaluation that will be completed by students and/or parents following the completion of activities. Results would then be compiled into descriptive reports.

**PROBLEM IDENTIFICATION:**

At a young age, too many children are still riding in the front seat of a vehicle and often without any type of restraint, child safety seat or safety belt. In addition, this puts a number of children at risk of airbag-related injuries and deaths. While child safety seats and booster seats for children under 8 years of age are being used more often, children between 8-12 years of age are at a greater risk of danger because of the lack of education about restraint use and airbag safety. These children are the drivers of the future, and the foundation for safety belt use needs to occur at this level before they are behind the wheel of a vehicle.

Nationwide in 2006, there were 340 total fatalities for 8-12 year old passenger vehicle occupants (FARS 2006), and there were an estimated 58,067 injured (GES 2006). While a multitude of programs and other resources have been directed toward child restraint or booster set use by younger children, there has been almost no focus on ensuring that tweens ride properly restrained.

In Missouri, in 2006, there were 10 fatalities for 8-12 year olds, and many more injured.

#### **GOALS AND OBJECTIVES:**

Goals: To reduce the number of fatalities and injuries of children between the ages of 8 and 12.

#### **RESULTS:**

The program reached a total of 5,986 students this year during school assemblies as well as small group education, nearly doubling the number of students reached the previous year. A survey was given to "tweens" (children between the ages of 8 and 12) before and after education--a good increase in correct answers was noticed.

In 2008, there were eight fatalities, 5 of which were vehicle occupants, 3 were pedestrians.

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#### **FUNDING:**

402 : \$20,000.00

#### **HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Child Safety Seat Survey

**PROJECT NUMBER:**

09-PT-02-155

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Drivers of Vehicles Transporting Children

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

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**PROJECT DESCRIPTION:**

The Missouri Safety Center will conduct a booster seat survey for the collection and analysis of statewide data on booster seat usage rates--important data that allows the state to measure the effects of its statewide public information, education and enforcement efforts. The methodology will continue the same as all previous child safety seat surveys, which began in 2001.

For the Pilot Booster Seat Survey, the Missouri Safety Center, in cooperation with the Highway Safety Division, MoDOT, and the MO CPS Advisory Committee, will maintain a core group of trained observers to ensure accurate and consistent data collection. Detailed reports will be submitted to the Highway Safety Division upon completion of the survey.

**PROBLEM IDENTIFICATION:**

Since booster seat legislation passed in 2006, little data has been collected on the use of booster seats, however, it has been documented by certified Child Passenger Safety Technicians around the state that too many children are being moved from a forward facing child safety seat to a booster seat far too early. Serious injuries (known as Seat Belt Syndrome) are being reported by individuals from the medical profession.

Shortly after the passage of the booster seat legislation, Missouri launched a campaign to notify Missouri residents about the new law. The only way to document progress with regard to booster seat usage since passage of the new law is to conduct a statewide observational booster seat survey. The booster seat survey will be conducted every other year, alternately with the child safety seat observational survey.

**GOALS AND OBJECTIVES:****Goals:**

1. Conduct a booster seat survey in 2009, to determine the usage rate of booster seats.
2. Collect and analyze the data and report out the findings.

**Objectives:**

1. Using established methodology, employ a core group of trained observers to collect data on booster seat usage.

2. Analyze the data and create a final report.

**RESULTS:**

The survey was conducted between March 21 and May 25, 2009. A total of 3,967 children were observed under the age of four riding in 4,233 vehicles. The 2009 data from the 21 survey sites revealed that 91.3 percent of the 3,967 children under age 4 were restrained. This is up 1.1 percent from 90.2 in 2008.

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**FUNDING:**

402 : \$21,384.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

ClickItTicket Enforcement

**PROJECT NUMBER:**

09-PT-02-156

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center proposes the continuation of funding for the selective traffic enforcement program (STEP Waves). This mobilization program, as defined in the Missouri Blueprint for Safer Roadways, is designed as a positive countermeasure for occupant protection by encouraging greater public use of safety belts while operating vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection usage and/or DWI deterrence. Each agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection usage or as a deterrent for apprehension of DWI drivers. A report will be made after the STEP Wave and will be a comprehensive analysis of all enforcement and funding data collected.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in year 2007 crashes, 1 in 3 was injured when they failed to wear their seat belt. However, when they were wearing their seat belt, their chances of being injured in the crash dropped to 1 in 8. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 32 chance of being killed if they were not wearing a seat belt, but that chance dropped dramatically to only 1 in 1,294 if the driver was wearing a seat belt.

The 2007 Safety Belt Survey developed and conducted by the Missouri Safety Center resulted in 87,543 observations in cars, pickup trucks, sport utility vehicles (SUVs) and vans, establishing a seat belt usage rate of 77.16%.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints for all drivers. However, more effort is needed in the area of enforcement by "conducting selective traffic enforcement programs (STEP Waves) with the Missouri State Highway Patrol and local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket belt campaign message" (as noted in the

**GOALS AND OBJECTIVES:**

**Goal:**

To improve compliance with Missouri's occupant protection laws, thereby increasing the statewide seat belt usage rate and reducing serious injuries & fatalities associated with failure to use occupant protection devices.

**Objectives:**

1. Contract with up to 250 law enforcement agencies to provide enforcement efforts on targeted roadways -- Partner with the Law Enforcement subcommittee of the Missouri Coalition for Roadway Safety to identify as many law enforcement agencies as possible (within the primary 20 counties and connecting roadways that feed into those counties where safety belt studies are conducted--80% of the State's population) and offer those agencies an Occupant Protection STEP contract;
2. Provide roadway data corresponding with recently conducted statewide safety belt studies to help guide the STEP grantees to the low seat belt usage areas of their city or county;
3. Establish a database of each agency's results, allowing for reporting of statewide data -- Collect and analyze enforcement data to report statewide enforcement numbers for the wave (including electronic reporting through MoDOT's new data collection system);
4. Publicize the program results in order to increase awareness -- Work with the Missouri State Highway Patrol and the PIE subcommittee of the Missouri Coalition for Roadway Safety to provide information to the media and public on these efforts as an additional deterrent for non-compliance.

**RESULTS:**

See Activity Report for results.

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**FUNDING:**

402 : \$274,860.00

**HS CONTACT:**

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## 2009 Click It or Ticket Campaign

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	Other non HMV	Total
375	245	1209	386	259	541	10322	2463	15800	7243	243	5390	28676

Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Sus/Rev Lic	Uni Mot	Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	NFTG	Camera	Camera Ct
187	241	46	562	1114	2339	30417	19219	25	162	42	250	1720	11

PBT Used	PBT Only	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+	Ad Radio	Ad TV	Ad News	Ad Press
131	2	26	80	61	46	18	25	7	132	2

Total number of records submitted: 188

MoDOT Highway Safety Division, Phone: 800-800-BELT



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

2011(d) CPS for Low Income Families

**PROJECT NUMBER:**

09-K3-05-1

**PROGRAM AREA:**

Occupant Protection

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Low income families

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

With the passage of the booster seat law in 2006, the Highway Safety Division proceeded to apply for a Section 2011 Child Safety Seat and Booster Seat incentive grant. Missouri has been awarded this funding for the past two years. If awarded again this year, the funding will be used to cover the costs of CPS training, supplies (including child safety seats and booster seats), printing, and travel expenses relating to child passenger safety education, as well as law enforcement campaigns.

**PROBLEM IDENTIFICATION:**

Motor vehicle crashes remain the leading cause of unintentional injury-related deaths among children under the age of 16 years in Missouri. According to the Missouri State Highway Patrol, in 2006, 53 fatalities, and 5,429 reported injuries to children under age 16 were due to motor vehicle crashes in Missouri. Many of the injuries and fatalities occur when children ride unrestrained or are improperly restrained. It is estimated that approximately 73 percent of children who are placed in child safety seats nationwide are improperly restrained.

Lack of funds to purchase child safety seats and booster seats contributes to lower usage rates among low-income families. However research shows that 95 percent of low-income families who own a child safety seat use it. Improving access to affordable child restraint systems and educating parents and caregivers about proper installation and use are key components to increasing usage rates in these socio-economic groups.

**GOALS AND OBJECTIVES:****Goal:**

The Highway Safety Division plans to reduce the total number of fatalities and serious injuries to children ages birth to eight by educating parents on how to properly install their child safety seats, increase awareness regarding the misuse rate, provide training to persons to manage fitting stations, and provide age/size appropriate child safety seats/booster seats to parents in need.

**Objectives:**

- To support a minimum of 8 Child Passenger Safety classes this fiscal year
- To distribute 100,000 brochures on the proper seat use
- To distribute at least 5,000 car seats/booster seats to low income families through Inspection Stations
- Participate in statewide enforcement/education campaign

### **RESULTS:**

During FY 2009, the 2011(d) funding was used to purchase over \$10,276 in child safety seats for low income families. These safety seats were provided to the 83 Inspection Stations that were listed on the NHTSA website for distribution. Also, a CPS trailer for training was provided to the Columbia Safe Kids Coalition in Boone County.

Six NHTSA CPS courses were sponsored (covering the cost of instructor fees, class supplies, and registration fees for students) and held around the state, including the areas of Camdenton, Columbia, Joplin, Kirksville, Sedalia, and Whiteman Air Force Base. These classes afforded 74 individuals the opportunity to become certified as Child Passenger Safety technicians. In addition, this grant funded recertification fees for instructors and technicians, and additional training supplies such as training dolls, seatbelt demo kits, pool noodles, child safety seats for training, and other training supplies.

Brochures and other printing costs were funded through this grant as well. Part of those printing costs included law enforcement citation cards that are still available and distributed to every law enforcement agency around the state who requests them as new law enforcement officers are trained/recruited.

The current safety seat survey indicates a 1.1% increase (91.3 %) in the child safety seat usage rate from last year (90.2%)--a good indication that the program is reaching parents/caregivers around the state.

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### **FUNDING:**

2011 : \$1,000,000.00

### **HS CONTACT:**

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**PROJECT TITLE:**

Click It Or Ticket CPS LE

**PROJECT NUMBER:**

09-K3-05-02

**PROGRAM AREA:**

Occupant Protection

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

parents, caregivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

The Missouri Safety Center proposes the funding for the selective traffic enforcement program (STEP Waves) which will focus for 2 or 3 days on child passenger safety. This mobilization program, as defined in the Missouri Blueprint for Safer Roadways, is designed as a positive countermeasure for occupant protection by encouraging greater public use of safety belts and child safety restraints while traveling in vehicles on Missouri roadways. The Missouri Safety Center will contract with local law enforcement agencies to conduct specific enforcement efforts on targeted roadways and at specific times deemed advantageous to establishing greater occupant protection/child safety seat usage. Each agency will be required to conduct overtime enforcement within their jurisdictions to increase public knowledge and compliance with occupant protection/child safety seat usage. A report will be made after the STEP Wave and will be a comprehensive analysis of enforcement and funding data collected.

**Objectives:**

1. Contract with up to 250 law enforcement agencies to provide enforcement efforts on targeted roadways -- Partner with the Law Enforcement subcommittee of the Missouri Coalition for Roadway Safety to identify as many law enforcement agencies as possible (within the primary 20 counties and connecting roadways that feed into those counties where safety belt/child safety seat studies are conducted--80% of the State's population) and offer those agencies an Occupant Protection contract;
2. Provide roadway data corresponding with recently conducted child safety seat studies to help guide the STEP grantees to the low safety seat usage areas of their city or county;
3. Establish a database of each agency's results, allowing for reporting of statewide data -- Collect and analyze enforcement data to report statewide enforcement numbers for the wave (including electronic reporting through MoDOT's new data collection system);
4. Publicize the program results in order to increase awareness -- Work with the Missouri State Highway Patrol and the PIE subcommittee of the Missouri Coalition for Roadway Safety to provide information to the media and public on these efforts as an additional deterrent for non-compliance.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat.

The 2008 Child Safety Seat Survey developed and conducted by the Missouri Safety Center resulted in the observation of 4,760 children under age four that were restrained in 4,411 vehicles. The observed restraint use was 90.2%, up 2 percent from the 2007 restraint use figure of 88.2%.

Missouri continues to make progress in public information and enforcement efforts to increase the proper use of occupant restraints devices. However, more effort is needed in the area of enforcement by conducting selective traffic enforcement programs (STEP Waves) with the Missouri State Highway Patrol and local law enforcement agencies which will be augmented with collateral public information and awareness efforts such as press releases, observational surveys, and educational programs utilizing the Click It or Ticket child passenger safety campaign message during law enforcement efforts in May as well as during National CPS Week scheduled for September 13-19, 2009.

**GOALS AND OBJECTIVES:**

Goal:

To improve compliance with Missouri's occupant protection/child passenger safety laws, thereby enhancing education efforts reducing serious injuries & fatalities associated with failure to use child safety seats/restraints.

**RESULTS:**

Over 250 law enforcement agencies provided enforcement efforts on targeted roadways during the CIOT/CPS campaign, as well as during National Child Passenger Week in 2009. Roadway data corresponding with recently conducted child safety seat studies were reviewed to help guide the STEP wave efforts in areas of low safety seat usage in the respective cities and counties. Extra enforcement efforts were put into place in the targeted counties.

A database of each of the participating agencies was established, allowing for the report of statewide data. News releases were provided to the agencies for announcements of the pre and post results of the campaigns. There were a total of 5,397 moving violations reported, and 2,078 non-hazardous moving violations reported, for a total of 9,330. There were 491 officers participating with a total of 3,089 overtime hours being reported. A total of 242 child passenger safety citations were issued, an increase of 51 from the previous year.

For additional results, please see separate CIOT 2009 Annual Report.

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**FUNDING:**

2011 : \$183,600.00

**HS CONTACT:**

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# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Occupant Protection

**PROJECT NUMBER:**

09-OP-02-1

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

All Drivers

**AGENCY NAME:**

Missouri Safety Center

**AGENCY CONTACT:**

Mr. Terry Butler

**PROJECT DESCRIPTION:**

Through a special grant from the National Highway Traffic Safety Administration, the Missouri Safety Center will partner with the MoDOT Highway Safety Division to perform impact surveys on motorists and subcontract with area law enforcement agencies to perform seat belt enforcement in ten counties in Southwest Missouri. The counties of Taney, Christian, Greene, Webster, Lawrence, Barry, McDonald, Newton, Jasper and Stone are the focus of the project, and it is similar in nature to the statewide seat belt survey and Click It or Ticket Campaigns. FY2009 funds will cover the cost of pre- and post-surveys that will be conducted in May and June 2009, and partial enforcement conducted during the FY2009 Click It or Ticket campaign with agencies that are not already covered by the Click It or Ticket Contract.

**PROBLEM IDENTIFICATION:**

Traffic crashes are the leading cause of death in the US. It is well recognized that one of the best means of defense in a crash is to be protected by a seat belt or a child safety seat. Seat belt use dramatically reduces a person's chance of being killed or seriously injured in a traffic crash. Of the drivers involved in year 2007 crashes, 1 in 3 was injured when they failed to wear their seat belt. However, when they were wearing their seat belt, their chances of being injured in the crash dropped to 1 in 8. When looking at driver deaths, the differences are more significant. Drivers had a 1 in 32 chance of being killed if they were not wearing a seat belt, but that chance dropped dramatically to only 1 in 1,294 if the driver was wearing a seat belt.

The MoDOT Highway Safety Division received a special grant award to increase seat belt use in rural areas, and subsequently selected the Southwestern corner of Missouri as the target of this grant. The ten counties of Jasper, Newton, McDonald, Lawrence, Barry, Greene, Christian, Stone and Taney averaged 66.4% seat belt use, and experienced higher than normal unbuckled fatalities when compared to similar other regions in the state.

**GOALS AND OBJECTIVES:**

Goal: To reduce the number of unbuckled fatal and disabling injury crashes.

Objective: A heavy one month saturation of seat belt enforcement in the targeted area, coupled with media attention and inclusion in the 2009 and 2010 Click It or Ticket Campaigns. Observational surveys will be used to determine if seat belt usage increases to at least the

statewide average of 77%.

**RESULTS:**

During the first phase of the project, intercept and observational surveys were conducted where 66.4% of drivers were observed wearing seat belts in the 10-county area, though a much higher rate indicated they wore or always wore seatbelts during the intercept survey. Ten agencies were covered by funds from this project during Click It or Ticket for overtime enforcement. A third wave of surveys was conducted late September 2009 in preparation to the October Enforcement wave.

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**FUNDING:**

403 : \$54,000.00

**HS CONTACT:**

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## 2009 Southwest Missouri Rural Seat Belt Project

DWI	Too Close	Stop Sign	Signal	Yield	CI Driving	Speeding	Other HMV	Total HMV	Seat Belt	Child Rest	Other non HMV	Total
303	77	419	117	143	209	3307	1107	5682	1552	64	2612	9910

Fel Arr	Drug Arr	Stol Veh Rec	Fug App	Sus/Rev Lic	Uni Mot	Traffic Stops	Hours Worked	Sobriety Chk	BAC Given	BAC Refused	NFTG	Camera	Camera Ct
79	100	2	120	544	1121	10768	3202	2	180	30	197	522	0

PBT Used	PBT Only	DWI 16-20	DWI 21-29	DWI 30-39	DWI 40-50	DWI 50+	Ad Radio	Ad TV	Ad News	Ad Press
29	0	7	16	13	7	10	4	0	29	0

Total number of records submitted: 45



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Team Spirit

**PROJECT NUMBER:**

09-SA-09-02

**PROGRAM AREA:**

Safe Communities

**JURISDICTION SIZE:**

35,596

**TYPE OF JURISDICTION:**

Rural

**TARGETED POPULATION:**

young drivers

**AGENCY NAME:**

Cape Girardeau Safe Communities

**AGENCY CONTACT:**

Ms. Sharee Galnore

**PROJECT DESCRIPTION:**

Team Spirit is a carefully developed three-day training program for students and their advisors. This model is designed to develop natural leadership skills, explore knowledge, attitudes and behaviors related to substance use and impaired driving, and to promote prevention and alternative activities. The program has the potential to have a positive effect not only on the participants, but also on their schools and communities.

The teams attending the training develop an "Action Plan" to implement when returning to their school. Action Planning includes the identification of specific traffic safety related problems, goals, and objectives to address the problems, and a time and task chart which outlines how the team members will actually meet their goals and objectives by implementing selected projects.

**PROBLEM IDENTIFICATION:**

A young driver's inexperience combined with extreme risk-taking behavior has tragic consequences:

In 2007:

- 7,543 15- to 18-year-olds were injured in Missouri traffic crashes and 88 were killed.
- Only 5.4% of Missouri's 4.2 million licensed drivers were between the ages of 15 and 18 years, but they were involved in 15.1% of all Missouri traffic crashes.
- One person between the ages of 15 and 20 was killed or injured in Missouri traffic crashes every 54 minutes.
- 4,168 15- to 18-year-old drivers were injured in Missouri traffic crashes and 47 were killed.
- 10,728 people were injured in Missouri traffic crashes involving a 15- to 18-year-old driver and 114 people were killed.
- One person was killed or injured every 48 minutes in a Missouri traffic crash involving a 15- to 18-year-old driver.
- 6,675 people were injured in vehicles with a 15- to 18-year-old driver and 89 people were killed in vehicles with a 15- to 18-year-old driver.

**GOALS AND OBJECTIVES:**

Goal: To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisories, will implement projects and activities to address those at great risk in their schools and communities.

Objectives: Increase the participants' knowledge of traffic crashes and the law, choices and consequences, learning the Action Planning process, learning strategies for prevention and intervention, leadership, plus social and organizational skills.

**RESULTS:**

Twenty-eight high school teams participated in the 2009 Team Spirit Leadership Program and completed Action Plans for their schools. These Action Plans will be implemented during the 2009/2010 school year. Following is a list of schools that participated in the trainings:

Kansas City  
Adams Pointe Conference Center  
January 8 - 10, 2009

Lexington High School  
Lexington, MO (Lafayette Co.)

Northeast Vernon County High School  
Walker MO (Vernon County)

Belton High School  
Belton, MO (Cass Co.)

Sherwood High School  
Creighton MO. (Cass Co.)

Hickman Mills High School  
Kansas City MO. (Jackson Co.)

Southeast High School  
Kansas City MO (Jackson Co.)

Princeton High School  
Princeton, MO (Mercer Co.)

Ruskin High School  
Kansas City, MO (Jackson Co.)

Raymore -Peculiar High School  
Peculiar, MO (Cass Co.)

Cape Girardeau  
Drury Lodge  
July 19 - 21, 2009

Dora High School  
Dora, MO (Ozark Co.)

St. Elizabeth High School  
St. Elizabeth, MO (Miller Co.)

Joplin High School  
Joplin, MO (Co.)

Iberia High School  
Iberia, MO (Miller Co.)

Team Spirit participants attended ten workshops or presentations during the conference addressing;

- Keynote Address - Dr. Tim Crowley
- Marketing Your Plan - MoDot Community Relations
- The "Convincer" - MSHP
- Team Building - TSgt. Jason Henke, MO National Guard
- Bystander Intervention - Carrie Wolken, MoDot Highway Safety
- Learning your "True Colors" - Bob Parr & Kate Schnurr
- MSM with Dance and Drums - Bob Parr
- Crash Test Dummies: Up Close and Personal - Pam Holt
- Mock DWI Docu Drama Presentation with Speaker - Holly Baker
- Team Building - "Whale of a Good Time" - Bob Parr
- Action Plan Process
- Think First Presentation - Penny Lorenz
- Advisors Workshop - Dr. Tim Crowley
- Closing Motivational Speaker - Bill Cordes

A Team Spirit Reunion was held in Jefferson City on March 16 & 17, 2009. Eleven previously trained Team Spirit Teams participated in the Reunion. Please see list below:

Blair Oaks High School  
Brunswick R-II High School  
Camdenton High School  
Central - Park Hills High School  
Fairgrove R -10 High School  
Farmington High School  
Lutie High School  
Malden High School  
Marion Co. R - II High School  
Naylor R-II High School  
Northeast Vernon Co. R-I High School

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**FUNDING:**

402 : \$158,291.47

New Madrid County High School  
New Madrid, MO (New Madrid Co.)

Chaffee High School  
Chaffee, MO (Scott Co.)

Greenville High School  
Greenville, MO (Wayne Co.)

Herculaneum High School  
Herculaneum, MO (Jefferson Co.)

Southern Reynolds Co. High School  
Ellington, MO (Reynolds Co.)

Central High School  
Park Hills, MO (Jefferson Co.)

Naylor High School  
Naylor, Mo. (Ripley, Mo.)

Hayti High School  
Hayti, MO (Pemiscot Co.)

Campbell High School  
Campbell, MO (Dunklin Co.)

July 23rd - 25th  
Stoney Creek Inn  
Columbia, MO

Lutie High School  
Theodosia, MO. (Ozark Co.)

Cabool High School  
Cabool, MO (Texas Co.)

Blair Oaks High School  
J, MO (Cole Co.)

Sarcoxie High School  
Sarcoxie, MO (JASPER County)

Fatima High School  
Wesphalia, MO (Osage Co.)

Marion Co. High School  
Philadelphia, MO. (MARION Co.)

**HS CONTACT:**

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## ENGINEERING SERVICES & DATA COLLECTION

The most effective traffic safety program includes three component parts: 1) Enforcement; 2) Education; and 3) Engineering. This program area identifies engineering issues and incorporates them into a comprehensive countermeasure effort. In addition, data collection supplements these components—without the timely collection of statistics, none of the countermeasures would be complete.

### BENCHMARKS

Established	Result
Produce the annual Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public	The 2008 Traffic Safety Compendium publication was produced during the summer of 2009 and posted to the SAC website along with the Missouri Emergency Service Vehicle Crashes Report, the Missouri Deer Involvement Crash Report, and the Traffic Crash Facts booklet.
Provide consultant assistance to local communities for traffic and bridge engineering assessments	The following counties received assistance through either the BEAP or TEAP program in Fiscal Year 2009: Warren, McDonald, Crawford, Phelps, St. Francois, Stone, Buchanan, Laclede, Lawrence, Johnson, Green, Ray, Jefferson, City of St. Charles, City of Jefferson, City of Sunset Hills, City of Savannah, Franklin County, City of Newburg, Platte, Bollinger and Clark counties, in addition to these local governments: University City, City of St. Charles, City of Jefferson, City of Sunset Hills, City of Savannah, City of Newburg.
Provide training for engineering professionals at workshops and the Annual Traffic Conference (number of attendees depend upon conference costs which is based on location and travel constraints)	The Annual Traffic Safety Conference was held May 11-13, 2009, with approximately 170 individuals from national, state and local agencies attending. They comprised mostly of engineers though there were some traffic safety professionals in attendance as well.
Provide an effective, efficient software system for capturing local law enforcement crash data	The MSHP STARS Online Analysis website was implemented to provide law enforcement agencies the ability to conduct statistical and crash analyses without direct involvement of the Missouri SAC.
Provide an effective, efficient web-based highway safety grants management system	Planning was undertaken in 2007 to start a rewrite process of the current grants management system. A complete review was conducted by staff at REJIS to determine the needs of HSD staff to begin the migration to a complete web-based grants management system.

### Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency, and provide equipment to support STARS maintenance	Quality control analyses were conducted to improve the quality of data captured in the STARS data repository. A series of statistical tables run monthly and are provided to the MSHP Traffic Division that identified crash reports submitted during 2008 and 2009 that contained data errors. An HP Design Jet T610 plotter and associated supplies including paper, ink cartridges and software was provided. In addition, one wireless mouse and a set of books pertaining to Spring Websphere development tools were also provided.
Utilize statistics to produce the annual Traffic Safety Compendium to assist MoDOT's Highway Safety Division and local communities in developing problem identification	Statistics were utilized to produce the 2008 Traffic Safety Compendium publication and posted to the SAC website. The MSHP STARS Online Analysis website was implemented to provide law enforcement agencies the ability to conduct statistical and crash analyses without direct involvement of the Missouri SAC
Provide expertise and funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	This was accomplished through the TEAP & BEAP projects funded through MoDOT.
Provide training to assure state and local engineers are kept	This was accomplished through projects funded by

abreast of current technology	contracting with MoDOT to support the Statewide Traffic Conference.
Continue LETS software improvement and training – train users on accessing and utilizing LETS system, log users into the system, and provide help desk through REJIS	Five LETS training courses were conducted with 40 persons being trained. Electronic filing of crash data from LETS users is now active. The Missouri traffic crash system (STARS) began accepting the electronic filing on January 2, 2009.
Implement, where possible, recommendation of the Traffic Records Assessment team which will include establishing linkage capability with the Statewide Traffic Accident Reporting System in order to generate merged records for analytic purposes	Merged records are generated for analytic purposes. Recommendations are continually made and implemented by the Traffic Records Assessment Team.
Continue to serve on the Traffic Records committee and assist in the update of the Missouri Traffic Records Strategic Plan	SAC staff attended Traffic Records Committee meetings tasked with the redesign of the Missouri Uniform Crash Report. Staff also participated in MSHP meetings to review and update data edits and formats required for the redesigned form.
Implement recommendations of the 2006 Traffic Records Assessment into the statewide strategic plan (as required in Section 408 implementing guidelines); review and update the strategic plan as needed	The Traffic Records Coordinating Committee reviewed guidelines and continues to proceed with recommendations from the assessment.
Continually refine and enhance Missouri's data collection and analysis systems in order to produce tables and reports that provide standardized exposure data for use in developing traffic safety countermeasure programs	The HP Design Jet T610 plotter provides SAC the ability to produce high quality and oversized maps that display Missouri's crash experience.
Promote use of the online law enforcement mobilization reporting system	Informational e-mails and letters are sent to all law enforcement agencies prior to each mobilization campaign. The mobilizations are also promoted during grant workshops, conferences and site visits with these agencies.
Collaborate with the Missouri State Highway Patrol to revamp the annual Traffic Safety Compendium in order to make it more comprehensible to the general public, and to assure that the statistics being captured answer the state's problem identification questions in order to properly allocate limited resources in the most efficient manner	The Compendium is specifically designed to identify the scope, magnitude, and severity of traffic crash problems in Missouri. An electronic copy will be available online. Special research studies are conducted to identify specific types of traffic safety problems and evaluate policies and programs being considered for adoption in the Highway Safety Division annual plan.
Develop and implement a totally web-based Highway Safety grants management system working in conjunction with the Highway Safety division, REJIS, and MoDOT's Information Technology division	REJIS prepared a new design document outlining the changes necessary to update to the new technology. This rewrite has been completed and is now online for the processing of 2010 grants.

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

GPS Auto-Population / Cool Gen Upgrade

**PROJECT NUMBER:**

09-K9-04-07

**PROGRAM AREA:**

Data Program Incentive

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

N/A

**AGENCY NAME:**

MO State Highway Patrol

**AGENCY CONTACT:**

Colonel James Keathley

**PROJECT DESCRIPTION:**

Implement software to retrieve GPS coordinates from Sierra Wireless MP775 wireless modem and write to local accident report databases on MSHP mobile computing devices so that they can be used to auto-populate the GPS coordinates on electronic accident reports.

The Missouri State Highway Patrol has requested a Statement of Work to complete the GEN Upgrade that is being initiated Computer Associates (CA) major software version upgrade to 7.6, and the software and hardware changes from AIX/Unix to Linux initiated by the Missouri Department of Transportation (MoDOT) that impact the STARS Application, and approved by the Consultant (RKV) and MSHP Management.

Generate, test, and implement entire STARS Application, Interfaces, and Imaging as outlined:

1 - Coordinate with technical staff to install new software - (Gen, Linux, Vista) - estimated 8 hrs. Estimated date of completion Feb. 20, 2009.

2 - Review MoDOT upgrade requirements and standards - estimated 8 hrs. Estimated date of completion Feb. 28, 2009.

3 - Generate, Unit Test, System Test, Coordinate User Acceptance Test for 66 online procedures estimated 40 hrs. Estimated date of completion March 15, 2009.

4 - Generate, Unit Test, System Test, Coordinate User Acceptance Test with external agencies for 6 interfaces including MSHP A100 Reporting, LETS, Amgraph. MoDOT, and Imaging - estimated 40 hrs. Estimated date of completion March 31, 2009.

5 - Test connectivity, stability, and performance of Linux and MoDOT's database change from HIP4 to HIP5 - estimated 8 hrs. Estimated date of completion March 31, 2009.

6 - Attend meetings to coordinate upgrade effort with MoDOT - estimated 8 hrs. Estimated date of completion April 10, 2009.

7 - Prepare for and implement STARS - estimated 8 hrs. . Estimated date of completion April 10,



2009.

**PROBLEM IDENTIFICATION:**

The Statewide Traffic Accident Records System (STARS) serves as the repository for statewide motor vehicle traffic crash data. Crash data reaches the STARS by personnel from the MSHP, Traffic Division, encoding it from local agency's accident reports, or electronically from the field for crashes investigated by the MSHP. As of this time, the MSHP Traffic Records Division lacks a formal quality control analytical process to monitor accuracy and completeness of data submitted by the local law enforcement agencies. Crash data also needs to be GPS compatible in order to properly "land" the crash location on a state maintained map.

The Cool Gen software application required to operate the STARS system in tandem with the MoDOT TMS system will require upgrades.

**GOALS AND OBJECTIVES:**

To automatically populate the MSHP motor vehicle accident report with the proper GPS coordinates.

**RESULTS:**

The project was completed thereby allowing MSHP crash reports to be electronically filed with the proper GPS location.

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**FUNDING:**

408 : \$32,160.00

**HS CONTACT:**

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2211 St. Mary's Blvd  
P.O. Box 270  
Jefferson City, MO 65102  
573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

BEAP / TEAP

**PROJECT NUMBER:**

09-RS-11-02

**PROGRAM AREA:**

Engineering

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

Bridge Engineering Assistance Program (BEAP):

This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limits. These consultants must meet the standards determined by the Missouri Department of Transportation. The consultants will review bridge structures as requested by a city or county and will provide information on bridge condition, load limits, and recommended repairs.

Traffic Engineering Assistance Program (TEAP):

The purpose of this task is to retain private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways. This project will provide for the retention of at least two consultants, which can address local agency problems anywhere in the state without geographical limitations. Requests are submitted to the Missouri Department of Transportation by local agencies. If the local agencies meet the criteria for participation in the Traffic Engineering Assistance Program, selections will be made by the Missouri Department of Transportation based upon need and ability. NOTE: This project does not provide for actual design in connection with the solution. It attempts to provide solutions to traffic problems.

**PROBLEM IDENTIFICATION:**

Bridge Engineering Assistance Program (BEAP) FY 2009:

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their bridges. Correction of these problems can require evaluation of bridge structures for load-carrying capacity. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analyses. This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

Traffic Engineering Assistance Program (TEAP) FY 2009:

It is often necessary for cities and counties to obtain the services of private consulting engineering firms in order to aid them in correcting operational problems on their streets and highways. Correction of these problems can require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking

supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. Most cities and counties do not have personnel with expertise in these areas to perform the necessary analysis. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.) This is a support problem where methods of correcting a particular situation must first be examined and determined before they can be implemented or evaluated for effectiveness.

**GOALS AND OBJECTIVES:**

This program is aimed at correcting operational problems on city and county bridges and on city and county streets and highways. Engineering firms will work with city and county officials and provide traffic and bridge engineering assistance.

**RESULTS:**

The following local governments received assistance through either the BEAP or TEAP program in Fiscal Year 2009:

Warren County, McDonald County, Crawford County, Phelps County, St. Francois County, Stone County, Buchanan County, Laclede County, Lawrence County, Johnson County, University City, Greene County, Ray County, Jefferson County, City of St. Charles, City of Jefferson, City of Sunset Hills, City of Savannah, Franklin County, City of Newburg, Platte County, Bollinger County, Clark County.

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**FUNDING:**

402 : \$100,000.00

**HS CONTACT:**

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## PUBLIC INFORMATION & EDUCATION

This program area addresses the broad spectrum of educating the public about traffic-safety related issues. Although included within the Statewide Problem Analysis information, public information & education components were built into each program area where possible.

Educational pieces and incentives were developed and distributed throughout Missouri by way of conferences, safety fairs, employer programs, schools, churches, health care agencies, law enforcement personnel, state/local government agencies, civic organizations, sporting events, plus the Safe Community and Think First programs. Materials are updated and reprinted as laws change or more current information becomes available. Some materials are redesigned to provide a more appealing look, or to be reproduced in a more cost-effective manner.

Missouri participated in two national campaigns including *"Click It Or Ticket and You Drink & Drive. You Lose."* Missouri also conducted a statewide campaign during "Operation Safe Teen" in March and Work Zone Awareness Week in April of 2009. All of these campaigns included any combination of paid and earned media, printed materials, and press releases.

MoDOT's Highway Safety Division worked with law enforcement agencies across the state to focus on increasing safety belt use among teen drivers. When possible, law enforcement mobilizations complemented public awareness efforts. This combination of awareness/education coupled with enforcement proved to have a much stronger deterrent effect and allowed law enforcement to employ a proactive, rather than reactive, approach.

The Highway Safety Division was able to use paid advertising to expand efforts in the public information arena. Specific results are provided as attachments to some of the PI&E annual reports as appropriate.

Benchmarks	
Established	Result
Increase awareness and positively impact traffic safety behaviors of the general public concerning impaired driving, aggressive driving, speeding, fatigued or distracted driving, sharing the road with other vehicles, and obeying traffic laws.	The Highway Safety Division participated in the national impaired driving campaign. The HSD contracted with TrueMedia to assist with the media buy for the campaign. The buy was focused on areas with the highest percentage of alcohol-related fatalities and higher population, and included television spots using a play on words, beginning with scenes of a beer mug and shot glass and ending with an impaired driver's police station mug shot.
Increase awareness regarding the importance of correctly using safety devices including safety belts, child safety seats, booster seats, motorcycle helmets and additional protective gear, and bicycle helmets.	Press events included a statewide event in St. Louis with Illinois Department of Transportation as well as a statewide event in Kansas City where a Kansas City Police Department car was wrapped for Click It or Ticket. In addition, MoDOT distributed a press release to media outlets statewide and provided information on the <a href="http://saveMOlives.com">saveMOlives.com</a> web site. Highway Safety staff and Missouri Coalition for Roadway Safety contacts as well as local and state law enforcement agencies conducted numerous media interviews.
Increase awareness regarding driving and obeying the laws in construction work zones and at highway/rail crossings	Work Zone Awareness Week was April 5-11, 2009. As part of National Work Zone Awareness Week, a kick-off event was held at the Missouri State Capitol and buildings across the state were lit orange. A statewide press release was sent asking motorists not to barrel through work zones as the construction season was getting underway. Awareness campaigns were also created to educate the public on the potential dangers at highway/rail crossings.

Strategies	
Identified	Implemented
Serve as the point of contact for the media and the general public to field questions, conduct interviews, and provide information	Highway Safety Staff, Missouri Coalition for Roadway Safety contacts as well as local and state law enforcement agencies are all equipped to field questions from the general public. Many of them conducted media interviews.
Develop and disseminate promotional/educational materials	Promotional/educational materials are continuously developed and disseminated to the public in creative manners each year.
Organize and/or participate in press events and work with media outlets across the state to promote highway safety initiatives	Several press conferences, media interviews and campaign kickoffs were scheduled during each of the campaigns in which Missouri participated.
Encourage the media to participate in campaigns	Press releases are sent prior to each campaign. Statewide and regional

by publicizing our messages	media events are held where the media is invited to attend during which the newsworthiness of the current campaign is discussed.
Publicize the services and resources of the Highway Safety Division to the general public through websites (MoDOT; saveMOLives; saveMOyouth), in workshops, at conferences and exhibits, and through our materials	Services and resources are advertised on MoDOT's website. The Division printed over 320,072 brochures or educational pieces for distribution to the public through school programs, law enforcement officers, hospitals, safety fairs, etc. This figure does not include the printed materials distributed at the state fair.
Update public information materials and websites to keep information current, easily accessible, and appealing	Materials are updated as needed. The web site is consistently updated and made accessible and appealing to the general public.
Develop and promote materials/campaigns to reach specific audiences (e.g., high risk drivers, vulnerable roadway users, impaired drivers, mature drivers)	MoDOT developed or participated in several traffic safety campaigns in the 2009 grant year, including <i>CPS for Law Enforcement</i> during Child Passenger Safety Week, <i>Click or Ticket, You Drink &amp; Drive. You Lose</i> . In addition, the funds were used to pay for creative advertising and campaigns to reach Missourians with the messages regarding driving safely—occupant protection (including mature drivers), impaired driving, work zone safety, etc.
Maintain the youth-specific website, saveMOyouth, in a format that is fresh and appealing to teens/young adults	Efforts are underway to combine the saveMOyouth website with the saveMOLives website and to make it appealing to teens/young adults.
Actively participate in the Missouri Coalition for Roadway Safety (MCRS) public information subcommittee in order to increase coordination, communication and cooperation among safety advocates through the state	MoDOT's highway Safety Division actively participates in the Missouri Coalition for Roadway Safety public information subcommittee. The Division reaches each region with campaign updates, incentive items, posters, website information, and advanced media information, for example, press releases and local media purchases for their region.
Promote the ARRIVE ALIVE theme developed by the MCRS and incorporate the logo in all materials	The Arrive Alive theme was developed and promoted and continues to be incorporated in all materials/advertisements/publications.
Work with the MCRS regional coalitions to appropriately target their messages and develop programs to meet their needs	Campaign materials and other information are distributed to the MCRS regional coalitions. System Management Customer Relations staff work with each coalition to distribute posters or host regional events.
Develop strategies to work with partners—both traditional and nontraditional—in order to reach wider audiences and maximize resources	During the Click It or Ticket campaign, Spanish posters were sent to businesses employing a large number of Hispanics. American Family Insurance sponsors the Battle of the Belt campaign to help get the message out.
Work with the Motor Carrier Safety Assistance Program, Safe Routes to School Program, Missouri Motorcycle Safety Education Program, and others to promote joint traffic safety awareness campaigns when possible	A motorcycle safety campaign was conducted in May-August on radio and the internet spreading the 'Share the Road' message. We partnered with MMSP to purchase billboards and also radio spots. Radio spots were shared when possible, and 'Share the Road' billboards are displayed featuring Coach Pinkel from the Mizzou Tigers.
Give presentations and provide training to community groups, schools, etc. as available	Program staff made approximately 81 presentations regarding all safety issues including belt usage for older drivers, teens, etc. Child passenger safety courses are provided by the Highway Safety Division at a minimum of six times a year.
Serve on federal, state, and regional committees/boards in order to broaden opportunities to promote traffic safety issues	All Highway Safety staff members serve on various committees such as Injury Prevention and Advisory Committee, School Bus Transportation, Partners in Prevention, MCRS Legislative Subcommittee, Impaired Driving Subcommittee, Motorcycle Safety Committee, Statewide Traffic Records Committee, Operation Lifesavers Council, and the Head Injury Advisory Council.
Promote law enforcement mobilization efforts: <i>Click It or Ticket</i> safety belt campaign; <i>You Drink &amp; Drive. YOU LOSE</i> alcohol campaign; quarterly occupant protection and impaired driving mobilizations; <i>Operation Safe Teen</i> youth campaign (the enforcement portion of the <i>Never Made It</i> teen campaign)	The HSD contracted with TrueMedia, Inc, as well as Learfield Communications to promote the <i>Click It or Ticket</i> campaign and the <i>Drink &amp; Drive. You Lose</i> . Information was distributed to the law enforcement agencies that received grants that included a sample press release. Local and state law enforcement agencies conducted numerous media interviews.
Purchase paid advertising to support traffic safety campaigns (e.g., occupant protection and impaired	HSD also participated in the national impaired driving campaign. Funding was utilized for quarterly impaired driving buys that

driving)	coincided with statewide sobriety checkpoints.
Support and promote MoDOT's <i>The Difference is You. DRIVE SMART</i> construction work zone public awareness campaign	Many Missouri businesses and landmarks participated in the Operation Orange effort by lighting their buildings orange. MoDOT also used the awareness week as a way to educate people about the upcoming construction season and urged them to be cautious while driving through work zones. TrueMedia and Learfield Communications were contracted with for the campaign. There were 12,781 radio spots.
Promote <i>Saved By the Belt</i> and <i>Battle of the Belt</i> programs	Information for the <i>Saved by the Belt</i> and <i>Battle of the Belt</i> programs is available on the <a href="http://safeMolives.com">safeMolives.com</a> website. Highway Safety will continue to build a database of survivors for the <i>Saved by the Belt</i> campaign. Activities for <i>Battle of the Belt</i> high school safety belt challenger includes competition among schools for the highest belt usage as well as the creation of a public service announcement encouraging other teens to buckle up.
Promote the <i>Seat Belt Convincer</i> , <i>Rollover Simulator</i> , and <i>SIDNE</i> educational programs to assure the units are used to reach as many people as possible	The MSHP gave convincer demonstrations and seat belt programs throughout the 2009 grant year. The HSD continues to work with the MSHP to assure the units are used to reach as many as possible.
Participate in the Missouri State Fair to educate the public on traffic safety issues and provide detailed information about occupant protection, child safety seats, older driver issues, motorcycles and scooters, and any modifications to traffic safety laws	Approximately 100,000 people visited the MODOT building/exhibit during the Missouri State Fair and were educated on traffic safety issues including traffic safety laws (consistently about 70% of the total State Fair attendance).

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Impaired Driving PIE

**PROJECT NUMBER:**

09-K8PM-03-01

**PROGRAM AREA:**

Alcohol

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Statewide Impaired Drivers

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

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**PROJECT DESCRIPTION:**

Funding would pay for media alerting the public to the enforcement efforts cracking down on impaired drivers in August for the You Drink & Drive, You Lose campaign, as well as quarterly enforcement efforts taking place throughout the state. Examples of items the money would be used for include television ads, radio advertisements and online advertising.

Some advertising dollars will be expended during the holiday season, particularly early to mid-December, when impaired driving is more prevalent.

**PROBLEM IDENTIFICATION:**

Impaired driving continues to be a problem among motorists, many of whom don't realize how little of a substance it actually takes to affect driving skills and put themselves and all around them at risk.

Last year, there were more than 7,900 alcohol-related traffic crashes killing 273 people and injuring 5,176 people.

Some contend that those drinking and driving are simply hurting and killing themselves. Of the 273 people killed in alcohol-related traffic crashes, nearly 45% were killed by some other involved party. Of the 5,176 people injured, 46% were other people involved in the crashes.

Many drunk drivers are under the age of 21. In 2006 there were 1,176 underage drivers involved in alcohol-related traffic crashes in Missouri.

Someone was killed or injured in an alcohol-related traffic crash every 1.6 hours.

**GOALS AND OBJECTIVES:**

Reach men 18-34 with YDDYL message.

Reduce impaired driving traffic crashes and fatalities by 2%.

**RESULTS:**

The Missouri Department of Transportation's Highway Safety Division participated in the national

impaired driving campaign.

A press release was sent out statewide, by e-mail.

The central regional coalition held a press conference in Columbia, Mo., on August 19 at the Boone County Sheriff's Department. The press conference kicked off with the unveiling of a new roadside memorial sign for impaired driving victims. The signs were part of legislation that went into effect Aug. 28 called David's Law. The law is named after David Poenicke, a victim of impaired driving. The blue memorial signs read "Drunk Driving Victim!" and include the person's initials and the month and year they were killed. At the bottom it reads "Think About It!"

The Highway Safety Division contracted with TrueMedia to assist with the media buy for the campaign. The buy was focused on areas with the highest percentage of alcohol-related fatalities and higher population, and included television spots using a play on words, beginning with scenes of a beer mug and shot glass and ending with an impaired driver's police station mug shot.

Total radio spots ran: 7,435

Total cable spots ran: 5,846

Digital portion of the campaign served:

Overall impressions: 8,860,640

Unique impressions: 2,474,655

In addition, 27 ice box wraps were purchased across the state to deliver additional reach.

The money was also utilized for quarterly impaired driving buys that coincided with statewide sobriety checkpoints. The buys alerted the public to the increased enforcement and reminded people if "You Drink & Drive. You Lose."

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#### **FUNDING:**

410 : \$450,000.00

#### **HS CONTACT:**

Reeve White

2211 St. Mary's Blvd

P.O. Box 270

Jefferson City, MO 65102

573-751-4161



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

CPS Paid Media

**PROJECT NUMBER:**

09-PM-02-01

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

The goal of this project is to decrease the number of motor-vehicle related deaths and injuries among children by increasing child safety seat and booster seat use.

Informational materials and/or advertising will be created to increase awareness of child passenger safety issues and the recent booster seat law.

**PROBLEM IDENTIFICATION:**

Motor-vehicle crashes are the leading cause of death in the United States for people of every age from two through 33 years old. They are the seventh leading cause of death in the United States, killing more than 40,000 Americans and injuring 2.9 million each year.

The 2006 data from 21 survey sites in Missouri revealed a usage rate of 82.8% for children under age four.

Eighty-eight percent of the children were located in the back seat of the vehicle.

When the driver was belted, 94% of the children were also restrained. In contrast, when the driver was not belted 42% of the children were also not restrained.

In 2005, 18 children less than eight years of age were killed and 2,212 were injured as occupants in motor vehicle crashes in Missouri.

The mission of the Highway Safety Division is to reduce injuries and deaths resulting from traffic crashes occurring on Missouri roadways. This is accomplished through enforcement, education, engineering and emergency medical services.

**GOALS AND OBJECTIVES:**

Reduce % of child safety seats incorrectly installed

Reduce child fatalities by 2%.

**RESULTS:**

Child Passenger Safety week ran September 12-19, 2009.

A statewide press release was sent out reminding the public to have their car seats checked and provided dates of upcoming seat checks on the saveMOlives web site. The calendar on the web site included statewide child safety seat check-up events along with the scheduled dates.

Radio, television and Internet ads ran statewide. Internet advertising received especially good exposure with newspapers creating banner ads with flash. Flash is a popular method for adding animation and interactivity to banner ads, web sites and other digital materials.

Total TV spots: 703

Total Radio Spots: 1465

Digital portion of the campaign served:

Overall impressions: 5,610,474

Unique impressions: 2,034,135

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**FUNDING:**

402 : \$100,000.00

**HS CONTACT:**

Reeve White

2211 St. Mary's Blvd

P.O. Box 270

Jefferson City, MO 65102

573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Work Zone PIE

**PROJECT NUMBER:**

09-PM-02-02

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

This funding would contribute to MoDOT's annual awareness campaign and be used for media placement for television, radio and billboards.

**PROBLEM IDENTIFICATION:**

Work Zone awareness is especially important to employees of MoDOT and their families. It is important for all motorists to remember to look out for the workers on the highway and prevent tragedies due to inattention, speeding, etc. The annual Work Zone awareness week and summer campaign reinforces the message to motorists to slow down and Drive Smart in work zones.

**GOALS AND OBJECTIVES:**

Decrease work zone fatalities by 2%

**RESULTS:**

Work Zone Awareness Week was April 5-11, 2009. As part of National Work Zone Awareness Week, a kick-off event was held at the Missouri State Capitol and buildings across the state were lit orange. A statewide press release was sent asking motorists not to barrel through work zones as the construction season was getting underway.

2009 marks the third year the Missouri Department of Transportation memorialized its fallen highway workers and created awareness for work zones by lighting Missouri orange. Many Missouri businesses and landmarks participated in the Operation Orange effort by lighting their buildings orange. MoDOT also used the awareness week as a way to educate people about the upcoming construction season and urged them to be cautious while driving through work zones.

MoDOT worked with TrueMedia and Learfield Communications to purchase advertising for the work zone campaign. A summary of the media purchase is below.

Total Radio Spots: 12,781

**Digital:**

Overall impressions: 16,393,397

Unique impressions: 6,364,973

The campaign utilized online advertising to direct Missourians to [www.modot.org](http://www.modot.org) where they could find a current listing of work zones and work zone safety tips. They could also enter to win baseball tickets and the free GPS. More than 3,000 entries were received during the campaign.

Creative work for the campaign included billboards, posters, fliers, payroll stuffers, Internet ads and radio spots. The creative featured the orange lights, barrels and a radio spot with a nEMT pilot whose family was injured in a work zone crash. Advertising ran with both the St. Louis Cardinals and the Kansas City Royals radio networks throughout the summer.

Other activities for work zone awareness include updates to a work zone landing page on [www.modot.org](http://www.modot.org), [www.saveMOLives.com](http://www.saveMOLives.com), and a display at the Missouri State Fair.

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**FUNDING:**

402 : \$100,000.00

**HS CONTACT:**

Reeve White  
2211 St. Mary's Blvd  
P.O. Box 270  
Jefferson City, MO 65102  
573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Young Driver PIE

**PROJECT NUMBER:**

09-PM-02-03

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

FY08 was the second year of the Never Made It campaign in Missouri, targeting young drivers and working to impress upon them the consequences of poor driving choices -- the milestones and also everyday events they would miss if killed or injured in a traffic crash.

The Missouri Coalition for Roadway Safety is planning to run a new campaign in FY09, with the exact slogan and creative concept yet to be determined. Funding from this paid media grant would cover broadcast and online marketing placements.

Battle of the Belt is also a program for the fall of 2008, and the contest includes a video component where students create 30-second commercials encouraging their peers to buckle up. We would like to have funding in place to pay to advertise the winning entry, as part of the prize and incentive for the students.

**PROBLEM IDENTIFICATION:**

The highest cause of death of youth ages 15-20 is from traffic crashes. Many of these youth are driving without their seat belt. In Missouri, teen seat belt use is especially low at 61 percent. In the past three years, nearly 400 young drivers died in Missouri traffic crashes, and 72 percent were not buckled up.

It is vital to reach these youth with a strong and convincing safety message.

This group is also more likely to be online than viewing television commercials, so funding is needed to continue to explore new and upcoming online media options, such as the teen internet games that were developed in March 2008. Viral marketing will continue to be explored as well.

**GOALS AND OBJECTIVES:**

Increase teen SB use by 2%

Reduce teen fatalities by 2%

**RESULTS:**

The spring enforcement youth campaign focused on increasing safety belt use among teen drivers. This year's campaign included new creative materials (described below). Research has shown that

many teens think they are invincible so scare tactics often do not work with this audience.

We tried a fun, interactive approach to reach this audience with our "Get Your Buckle On" campaign. The campaign included an original song and a seat belt dance video competition. The campaign included its own web site at [getyourbuckleon.com](http://getyourbuckleon.com) where youth could submit their own seat belt dance for the chance to win prizes and learn more about seat belt safety. More than 200 videos were submitted during the first round of the campaign.

The original song was used in the radio spot. The song and a seat belt dance were used in the TV spot. The Highway Safety Division contracted with TrueMedia to assist with the media buy for the campaign. Media included radio and cable.

Total TV spots: 7,078  
Total radio spots: 9,021

Channel One:  
379,164 total impressions

Digital:  
Overall impressions: 12,890,222  
Unique impressions: 3,100,000

The media campaign for the spring was part of a yearlong effort to reach teens about the importance of buckling up. Activities not associated with the enforcement campaign include the Battle of the Belt high school safety belt challenge, where schools compete for the highest safety belt usage and the creation of a public service announcement encouraging other teens to buckle up.

The coalition also purchased advertising showing the winning Battle of the Belt video. Students at Washignton High School in Washington, MO created the winning spot, which depicted a variety of teens and the message "You're Never Too Cool to Buckle Up."

Each of the ten regional safety coalitions in Missouri received incentive items for their regional activities, including air fresheners and t-shirts with the Buckle Up! Arrive Alive message.

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#### **FUNDING:**

402 : \$250,000.00

#### **HS CONTACT:**

Reeve White  
2211 St. Mary's Blvd  
P.O. Box 270  
Jefferson City, MO 65102  
573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Occupant Protection PIE

**PROJECT NUMBER:**

09-PM-02-04

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:**

Unbelted Drivers in Missouri

**AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

In FY09, the Click It or Ticket program will continue to focus on those least likely to wear a seatbelt, namely males 18-34. An emphasis will be placed on those driving pickup trucks, a group with particularly low seatbelt usage compared to other drivers in Missouri. Funds will be used for paid media such as broadcast and cable television, radio and perhaps online advertising. Most of the media efforts would take place in May 2009.

We would like additional funding for the quarterly occupant protection enforcement periods, beginning November 2009. We would like something similar to what is currently run for impaired driving -- approximately one week of paid radio advertising.

**PROBLEM IDENTIFICATION:**

Missouri's overall safety belt usage rate is 77 percent, compared to 82 percent nationwide. This includes safety belt use on drivers and front seat passengers of passenger cars, SUVs, vans and pickup trucks.

In 2006, safety belt usage in Missouri was:

Truck 65.5 percent

Cars 79 percent

Van 80 percent

SUV 81.6 percent

In 2006, 1,095 people were killed in a traffic crash.

Seventy percent of the people who died in traffic crashes in 2006 were not wearing a seat belt.

In 2006, there were 582 people killed in traffic crashes involving cars, station wagons, or vans, and 65.3 percent of those killed were unbelted.

In 2006 there were 169 people killed in traffic crashes involving pickup trucks, and 85 percent of those killed were unbelted.

In 2006, there were 123 people killed in traffic crashes involving SUVs, and 76.4 percent of those killed were unbelted.

### **GOALS AND OBJECTIVES:**

Increase SB usage rate by 2%

Decrease fatalities by 2%

### **RESULTS:**

The Missouri Department of Transportation's Highway Safety Division participated in the national Click It or Ticket occupant protection campaign. The Highway Safety Division contracted with TrueMedia, Inc., to assist with the media buy for the campaign, as well as Learfield Communications.

Total radio spots: 10,753

Total TV spots: 1210

Total cable spots: 5695

#### **Digital:**

Overall impressions: 7,749,468

Unique impressions: 1,276,132

Press events included a statewide event in St. Louis with Illinois Department of Transportation as well as a statewide event in Kansas City where a Kansas City Police Department car was wrapped for Click It or Ticket.

The information distributed to the law enforcement agencies that received grants included a sample press release. In addition, MoDOT distributed a press release to media outlets statewide and provided information on the saveMOLives.com web site. Highway Safety staff, Missouri Coalition for Roadway Safety contacts as well as local and state law enforcement agencies conducted numerous media interviews.

In addition, Click It or Ticket materials in Spanish were sent to Missouri's top Hispanic employers.

Window clings were also placed at fast food and convenience stores to reach motorists while in their car with the Click It or Ticket message.

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### **FUNDING:**

402 : \$325,000.00

### **HS CONTACT:**

Reeve White

2211 St. Mary's Blvd

P.O. Box 270

Jefferson City, MO 65102

573-751-4161



# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Comprehensive Paid Media

**PROJECT NUMBER:**

09-PM-02-05

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

Funding would pay for media alerting the public to the enforcement efforts cracking down on speeding, unbuckled and impaired drivers. Examples of items the money would be used for include television ads, radio ads and digital media.

**PROBLEM IDENTIFICATION:**

For the past four years, Missouri has recorded the highest number of fatal and serious injury crashes between July and September.

Coordinated efforts among law enforcement agencies lead to fewer gaps in traffic safety enforcement throughout the summer. Law enforcement will be putting the HEAT on reckless driving behavior.

In order for Missouri to reach the statewide goal of 850 or fewer fatalities by 2012, the spike in fatalities between July and September must be prevented.

**GOALS AND OBJECTIVES:**

Reduce fatalities in 3rd quarter by 2%

**RESULTS:**

The 2009 HEAT Is On Campaign ran July 6-19 and Aug. 3-16 and was coupled with increased enforcement from June 30-Sept. 7. New campaign materials were created using a song by Glenn Frye called "Heat is on".

A press conference was held on June 30. Missouri had a new ignition interlock law that went into effect on July 1 requiring repeat offenders of Missouri's alcohol laws to have an ignition interlock device installed on their vehicle. MoDOT partnered with the Department of Revenue for a press conference to announce this new law as well as kick off the "HEAT Is On" campaign. The press conference received really good coverage and the story was picked up in many newspapers, TV stations and radio stations across the state.

A statewide press release was sent to media outlets.

MoDOT contracted with TrueMedia for the media buy for this campaign, which included radio and video banner ads on the Internet. The media buy reached a large audience as demonstrated by the numbers below.

Total radio spots: 4,008

Digital

Overall impressions: 8,833,922

Unique impressions: 3,112,888

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**FUNDING:**

402 : \$100,600.00

**HS CONTACT:**

Revee White

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Jefferson City, MO 65102

573-751-4161

# MISSOURI

# Annual Report 2009

**PROJECT TITLE:**

Creative Services

**PROJECT NUMBER:**

09-PT-02-08

**PROGRAM AREA:**

Police Traffic Services

**JURISDICTION SIZE:**

5,000,000

**TYPE OF JURISDICTION:**

Statewide

**TARGETED POPULATION:****AGENCY NAME:**

Highway Safety Division

**AGENCY CONTACT:**

Dr. Leanna Depue

**PROJECT DESCRIPTION:**

This funding would be used for professional marketing and advertising services to generate effective and compelling messages to reach Missourians regarding safe driving. Creative work produced could include television and radio scripts and/or production, posters, billboards, online banners, etc. It could also include any technical services such as dubbing fees for created products.

**PROBLEM IDENTIFICATION:**

It takes a strong marketing message to reach Missouri motorists about the importance of buckling up, driving sober, etc. Funding for creative services would allow us to use the creative ideas and professional services of an advertising agency for a variety of campaigns including Click It or Ticket, Holiday Impaired Driving, Teen Safety Belts, etc.

**GOALS AND OBJECTIVES:**

Create a new teen seat belt campaign to reach youth ages 15-19 with the Buckle Up message.

**RESULTS:**

This grant was successfully used for compelling creative ads for teen seat belt use. Research has shown that teens think they are invincible and scare tactics do not work. We had ran the "Never Made It" campaign for several years and our teen seat belt use has shown no real progress, so we opted to try another method to reach this crucial audience.

A fun, interactive approach was taken by creating a "Get Your Buckle On" campaign. The campaign included an original "Get Your Buckle On" song and a seat belt dance competition. This project included a microsite at [getyourbuckleon.com](http://getyourbuckleon.com). The microsite received more than 10,000 visits during the March GYBO campaign. In addition, more than 200 videos were added to the microsite. Three videos were selected as the winners and received prizes. A statewide press release was sent out announcing the winner.

**FUNDING:**

402 : \$30,000.00

**HS CONTACT:**

Revee White

2211 St. Mary's Blvd

P.O. Box 270

Jefferson City, MO 65102

573-751-4161

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
		<b>PLANNING AND ADMINISTRATION</b>										
09-PA-02-01	MO. Division of Highway Safety	P & A Coordination		100,000.00								
		<b>TOTAL PA</b>	100,000.00	100,000.00								
		<b>POLICE TRAFFIC SERVICES</b>										
09-PT-02-01	MO. Division of Highway Safety	PTS Program Coordination		204,000.00								
09-PT-02-02	MO. Division of Highway Safety	LETSAC		35,000.00								
09-PT-02-03	MO. Division of Highway Safety	REJIS		5,000.00								
09-PT-02-04	MO. Division of Highway Safety	STATEWIDE HMV		30,000.00								
09-PT-02-05	MO. Division of Highway Safety	LAW ENFORCEMENT INCENTIVE ITEMS		50,000.00								
09-PT-02-06	MO. Division of Highway Safety	WORKSHOPS/TRAINING SUPPORT		50,000.00								
09-PT-02-07	MO. Division of Highway Safety	PI&E GENERAL		66,000.00								
09-PT-02-08	MO. Division of Highway Safety	PI CREATIVE SERVICES		30,000.00								
09-PT-02-09	MO. Division of Highway Safety	MATURE DRIVER PROGRAM		2,500.00								
09-PT-02-10	MO. Division of Highway Safety	YOUNG DRIVER PROGRAM		27,500.00								
09-PT-02-11	MO. Division of Highway Safety	TWEEN SAFETY PROGRAM		20,000.00								
09-PT-02-12	MO. Division of Highway Safety	MODOT 2009 TRAFFIC & SAFETY CONFERENCE		30,000.00								
09-PT-02-13	MO. Division of Highway Safety	MOTORCYCLE ASSESSMENT		15,000.00								
09-PT-02-14	ARNOLD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		6,435.00								
09-PT-02-15	BALLWIN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,152.96								
09-PT-02-16	BARTON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		4,000.00								
09-PT-02-17	BELLEFONTAINE NEIGHBORS PD	HAZARDOUS MOVING VIOLATION		8,160.00								
09-PT-02-18	MO. Division of Highway Safety	MOTOCYCLE SURVEY		33,000.00								
09-PT-02-19	BELTON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,324.00								
09-PT-02-20	BLUE SPRINGS POLICE DEPT	HAZARDOUS MOVING VIOLATION		6,000.00								
09-PT-02-21	BOLIVAR POLICE DEPARTMENT	SPEED ENFORCEMENT		4,000.00								
09-PT-02-22	BOONE COUNTY SHERIFF	HMV-OPERATION SLOW DOWN		13,330.56								
09-PT-02-23	BOWLING GREEN POLICE DEPT	HAZARDOUS MOVING VIOLATION		3,390.00								
09-PT-02-24	BRANSON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,320.00								
09-PT-02-25	BRIDGETON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,864.00								
09-PT-02-26	BUTLER COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		8,337.60								
09-PT-02-27	CAMDEN COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		25,000.00								
09-PT-02-28	CAMDENTON POLICE DEPT	HAZARDOUS MOVING VIOLATION		3,000.00								
09-PT-02-29	CAPE GIRARDEAU POLICE DEPT	HAZARDOUS MOVING VIOLATION		9,856.00								
09-PT-02-30	CARTHAGE POLICE DEPARTMENT	SPEED ENFORCEMENT		4,688.44								
09-PT-02-31	CARUTHERSVILLE POLICE DEPT	SPEED ENFORCEMENT		3,000.00								
09-PT-02-32	CASS COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		10,997.50								
09-PT-02-33	CHESTERFIELD POLICE DEPT	EDUCATIONAL GRANT		32,100.00								
09-PT-02-34	CHRISTIAN COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		14,976.00								
09-PT-02-35	CLAY COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		21,000.00								
09-PT-02-36	CLEVELAND POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,000.00								
09-PT-02-37	CLINTON POLICE DEPARTMENT	AGGRESSIVE DRIVING		12,475.00								
09-PT-02-38	COLE COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		17,250.00								
09-PT-02-39	CREVE COEUR POLICE DEPT	WORK ZONE OFFICER		39,500.00								
09-PT-02-40	CREVE COEUR POLICE DEPT	SPEED ENFORCEMENT		5,000.00								

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-PT-02-41	CRYSTAL CITY POLICE DEPT	SPEED ENFORCEMENT		4,509.00								
09-PT-02-42	CRYSTAL CITY POLICE DEPT	HAZARDOUS MOVING VIOLATION		4,509.00								
09-PT-02-43	DALLAS COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		8,444.80								
09-PT-02-44	DESOTO POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,240.00								
09-PT-02-45	DUNKLIN COUNTY SHERIFF	SPEED ENFORCEMENT		5,810.40								
09-PT-02-46	EUREKA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		30,000.00								
09-PT-02-47	FARMINGTON POLICE DEPT	HAZARDOUS MOVING VIOLATION		8,466.00								
09-PT-02-48	FERGUSON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,178.00								
09-PT-02-49	FESTUS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,020.00								
09-PT-02-50	FLORISSANT POLICE DEPT	HAZARDOUS MOVING VIOLATION		8,832.00								
09-PT-02-51	FRANKLIN COUNTY SHERIFF	SPEED ENFORCEMENT		10,000.00								
09-PT-02-52	GLADSTONE DPS	HAZARDOUS MOVING VIOLATION		12,500.00								
09-PT-02-53	GLENDALE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,560.00								
09-PT-02-54	GRAIN VALLEY POLICE DEPT	HAZARDOUS MOVING VIOLATION		5,376.00								
09-PT-02-55	GRANDVIEW POLICE DEPT	HAZARDOUS MOVING VIOLATION		10,000.00								
09-PT-02-56	GREENE COUNTY SHERIFF	SPEED ENFORCEMENT		50,000.00								
09-PT-02-57	HARRISONVILLE POLICE DEPT	HAZARDOUS MOVING VIOLATION		3,000.00								
09-PT-02-58	HAZELWOOD POLICE DEPT	HAZARDOUS MOVING VIOLATION		9,422.40								
09-PT-02-59	HENRY COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		11,850.00								
09-PT-02-60	HERCULANEUM POLICE DEPT	HAZARDOUS MOVING VIOLATION		7,502.00								
09-PT-02-61	HOWELL COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		9,600.00								
09-PT-02-62	INDEPENCE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		132,000.00								
09-PT-02-64	INDEPENCE POLICE DEPARTMENT	I-70 AGGRESSIVE DRIVING		35,000.00								
09-PT-02-65	JACKSON POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,740.00								
09-PT-02-66	JACKSON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		25,000.00								
09-PT-02-67	JASCO-METROPOLITAN POLICE	HAZARDOUS MOVING VIOLATION		3,000.00								
09-PT-02-68	JASPER COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		12,500.00								
09-PT-02-69	JASPER COUNTY SHERIFF	SPEED ENFORCEMENT		12,500.00								
09-PT-02-70	JEFFERSON CITY POLICE DEPT	HAZARDOUS MOVING VIOLATION		25,020.00								
09-PT-02-71	JEFFERSON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		110,003.80								
09-PT-02-72	JEFFERSON COUNTY SHERIFF	SPEED ENFORCEMENT		38,004.72								
09-PT-02-73	JENNINGS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		6,016.00								
09-PT-02-74	JOHNSON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		11,930.00								
09-PT-02-75	JOPLIN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,005.78								
09-PT-02-76	KANSAS CITY POLICE DEPT	HAZARDOUS MOVING VIOLATION		80,000.00								
09-PT-02-77	KANSAS CITY POLICE DEPT	SPEED ENFORCEMENT I-435		50,000.00								
09-PT-02-78	KANSAS CITY POLICE DEPT	SPEED ENFORCEMENT I-70		75,000.00								
09-PT-02-79	KANSAS CITY POLICE DEPT	OCCUPANT PROTECTION		56,880.00								
09-PT-02-80	KENNETT POLICE DEPARTMENT	SPEED ENFORCEMENT		14,800.00								
09-PT-02-81	KENNETT POLICE DEPARTMENT	OCCUPANT PROTECTION		3,700.00								
09-PT-02-82	KIRKWOOD POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,521.76								
09-PT-02-83	LAWRENCE COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		9,000.00								
09-PT-02-84	LEE'S SUMMIT POLICE DEPT	HAZARDOUS MOVING VIOLATION		30,600.00								
09-PT-02-85	LIBERTY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,408.96								

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-PT-02-86	LONE JACK POLICE DEPT	HAZARDOUS MOVING VIOLATION		8,000.00								
09-PT-02-87	MARYLAND HEIGHTS POLICE DEPT	HAZARDOUS MOVING VIOLATION		4,907.76								
09-PT-02-88	MARYLAND HEIGHTS POLICE DEPT	SPEED ENFORCEMENT		14,028.48								
09-PT-02-89	MILLER COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		8,800.00								
09-PT-02-90	MISSOURI POLICE CHIEFS	LAW ENFORCEMENT TRAINING		54,900.00								
09-PT-02-91	MISSOURI SHERIFF'S ASSOC	LAW ENF VEHICLE DRIVER TRAINING		41,992.50								
09-PT-02-92	NEOSHO POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,010.00								
09-PT-02-93	NEWTON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		26,050.00								
09-PT-02-94	NIXA POLICE DEPARTMENT	SPEED ENFORCEMENT		5,760.00								
09-PT-02-95	NORTH KANSAS CITY POLICE DEPT	HAZARDOUS MOVING VIOLATION		8,000.00								
09-PT-02-96	O'FALLON POLICE DEPARTMENT	SPEED ENFORCEMENT		18,184.56								
09-PT-02-97	OLIVETTE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		2,520.00								
09-PT-02-98	OLIVETTE POLICE DEPARTMENT	SPEED ENFORCEMENT		3,390.00								
09-PT-02-99	OSAGE BEACH DPS	HAZARDOUS MOVING VIOLATION		6,336.00								
09-PT-02-100	OVERLAND POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		12,250.00								
09-PT-02-101	OVERLAND POLICE DEPARTMENT	SPEED ENFORCEMENT		12,250.00								
09-PT-02-102	OZARK POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		8,805.00								
09-PT-02-103	PALMYRA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		3,360.00								
09-PT-02-104	PECULIAR POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		4,008.00								
09-PT-02-105	PEMISCOT COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		11,990.00								
09-PT-02-106	PETTIS COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		14,390.00								
09-PT-02-107	PEVELY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		14,007.00								
09-PT-02-108	PEVELY POLICE DEPARTMENT	SPEED ENFORCEMENT		16,008.00								
09-PT-02-109	PHELPS COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		8,559.00								
09-PT-02-110	PLATTE COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		19,200.00								
09-PT-02-111	PLATTE COUNTY SHERIFF	TRAFFIC SAFETY OFFICER		21,269.65								
09-PT-02-112	PLEASANT HILL POLICE DEPT	HAZARDOUS MOVING VIOLATION		5,000.00								
09-PT-02-113	PULASKI COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		12,985.65								
09-PT-02-114	RAYMORE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,000.00								
09-PT-02-115	RAYTOWN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		16,220.00								
09-PT-02-116	RICHMOND HEIGHTS PD	HAZARDOUS MOVING VIOLATION		7,560.00								
09-PT-02-117	RIVERSIDE DPS	HAZARDOUS MOVING VIOLATION		6,000.00								
09-PT-02-118	ROLLA POLICE DEPARTMENT	SPEED ENFORCEMENT		14,150.00								
09-PT-02-119	SCOTT COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		10,987.50								
09-PT-02-120	SEDALIA POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,780.00								
09-PT-02-121	SMITHVILLE POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,200.00								
09-PT-02-122	SPRINGFIELD POLICE DEPT	HAZARDOUS MOVING VIOLATION		39,000.00								
09-PT-02-123	SPRINGFIELD POLICE DEPT	RED LIGHT RUNNING		30,000.00								
09-PT-02-124	SPRINGFIELD POLICE DEPT	PART-TIME DATA ENTRY PERSONNEL		9,100.00								
09-PT-02-125	ST ANN POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		7,569.92								
09-PT-02-126	ST CHARLES CITY POLICE DEPT	HAZARDOUS MOVING VIOLATION		11,340.00								
09-PT-02-127	ST CHARLES CITY POLICE DEPT	SPEED ENFORCEMENT		12,960.00								
09-PT-02-128	ST JOHN POLICE DEPARTEMNT	HAZARDOUS MOVING VIOLATION		9,000.00								
09-PT-02-129	ST JOSEPH POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		9,000.00								

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-PT-02-130	ST JOSEPH POLICE DEPARTMENT	OCCUPANT PROTECTION		5,937.00								
09-PT-02-131	ST LOUIS METRO POLICE DEPT	HAZARDOUS MOVING VIOLATION		109,998.00								
09-PT-02-132	ST LOUIS METRO POLICE DEPT	SPEED ENFORCEMENT		109,998.00								
09-PT-02-133	ST LOUIS COUNTY POLICE DEPT	ENFORCEMENT UNIT		250,689.00								
09-PT-02-134	ST PETERS POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,011.30								
09-PT-02-135	ST ROBERT POLICE DEPARTMENT	AGGRESSIVE DRIVERS		3,200.00								
09-PT-02-136	STE. GENEVIEVE CO SHERIFF	HAZARDOUS MOVING VIOLATION		20,811.00								
09-PT-02-137	STONE COUNTY SHERIFF	SPEED ENFORCEMENT		4,521.30								
09-PT-02-138	STRAFFORD COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		3,002.45								
09-PT-02-139	SUGAR CREEK POLICE DEPT	HAZARDOUS MOVING VIOLATION		11,020.00								
09-PT-02-140	TANEY COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		19,700.00								
09-PT-02-141	TOWN & COUNTRY POLICE DEPT	SPEED & AGGRESSIVE DRIVERS		22,560.00								
09-PT-02-142	TROY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		6,720.00								
09-PT-02-143	TROY POLICE DEPARTMENT	SPEED ENFORCEMENT		6,720.00								
09-PT-02-144	UNION POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		14,980.00								
09-PT-02-145	UNION POLICE DEPARTMENT	OCCUPANT PROTECTION		6,139.66								
09-PT-02-146	WASHINGTON POLICE DEPT	HAZARDOUS MOVING VIOLATION		8,700.00								
09-PT-02-147	WASHINGTON COUNTY SHERIFF	HAZARDOUS MOVING VIOLATION		2,439.36								
09-PT-02-148	WEBB CITY POLICE DEPARTMENT	HAZARDOUS MOVING VIOLATION		10,745.00								
09-PT-02-149	WEST PLAINS POLICE DEPT	HAZARDOUS MOVING VIOLATION		10,273.50								
09-PT-02-150	WILLOW SPRINGS POLICE DEPT	HAZARDOUS MOVING VIOLATION		4,000.00								
09-PT-02-151	MODOT	OPERATION LIFESAVER		50,000.00								
09-PT-02-152	MISSOURI SAFETY CENTER	STATEWIDE SEATBELT SURVEY		87,443.49								
09-PT-02-153	MISSOURI SAFETY CENTER	TEEN SEATBELT SURVEY		64,800.00								
09-PT-02-154	MISSOURI SAFETY CENTER	DRIVER IMPROVEMENT PROGRAM		47,196.00								
09-PT-02-155	MISSOURI SAFETY CENTER	CHILD SAFETY SEAT SURVEY		21,600.00								
09-PT-02-156	MISSOURI SAFETY CENTER	CLICK IT OR TICKET ENFORCEMENT		274,860.00								
09-PT-02-157	MISSOURI SAFETY CENTER	OCCUPANT PROT-YOUTH ENFORCEMENT		55,200.00								
09-PT-02-158	MISSOURI SAFETY CENTER	LAW ENF CRASH INVESTIGATION TRAINING		87,615.00								
09-PT-02-159	MO SOUTHERN STATE UNIVERSITY	LAW ENFORCEMENT TRAINING		45,000.00								
09-PT-02-160	UNIVERSITY OF MISSOURI	REVISION/EVALUATION OF FORMS/TRAINING		61,980.00								
09-PT-02-161	UNIV OF MISSOURI KANSAS CITY	HAZARDOUS MOVING VIOLATION		8,000.00								
09-PT-02-162	WASHINGTON UNIVERSITY	OLDER DRIVERS WITH DEMENTIA		88,415.00								
09-PT-02-163	MO DIVISION OF FIRE SAFETY	EDUCATIONAL PROJECTS		26,475.00								
09-PT-02-164	MSHP	LAW ENFORCEMENT GENERAL TRAINING		166,557.50								
09-PT-02-165	MSHP	OCCUPANT PROTECTION		160,010.40								
09-PT-02-166	MSHP	HAZARDOUS MOVING VIOLATION		160,010.40								
09-PT-02-167	MSHP	STATISTICAL ANALYSIS CENTER/SUPPORT		10,000.00								
09-PT-02-168	MSHP	STARS INFORMATION MAINTENANCE		99,956.25								
09-PT-02-169	MSHP	SKILL DEVELOPMENT		33,500.00								
09-PT-02-170	MSHP	SPEED ENFORCEMENT FOR AIRCRAFT		95,058.92								
		TOTAL PTS PROJECTS		4,735,279.23								
		TOTAL 402 FUNDED PROJECTS	6,329,130.67									
		ALCOHOL ENFORCEMENT PROJECTS										



**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-AL-03-01	MO. Division of Highway Safety	YOUTH ALCOHOL Coordination		74,000.00								
09-AL-03-02	MO. Division of Highway Safety	PARENT GUIDE		60,046.00								
09-K8-03-01	MO. Division of Highway Safety	ALCOHOL PROGRAM Coordination			76,000.00							
09-K8-03-02	MO. Division of Highway Safety	STATEWIDE DWI			75,000.00							
09-K8-03-03	MO. Division of Highway Safety	SOBRIETY CHECKPOINT EQUIPMENT			160,000.00							
09-K8-03-04	MO. Division of Highway Safety	IMPAIRED DRIVING PROGRAM			50,000.00							
09-K8-03-05	MO. Division of Highway Safety	DRE			40,000.00							
09-K8-03-06	MO. Division of Highway Safety	IMPAIRED DRIVING KIOSK			20,000.00							
09-K8-03-07	MO. Division of Highway Safety	SOUTHWEST MO DWI TASK FORCE			27,000.00							
09-K8-03-08	ARNOLD POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			4,191.00							
09-K8-03-09	ARNOLD POLICE DEPARTMENT	SOBRIETY CHECKPOINT			5,973.00							
09-K8-03-10	BALLWIN POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			8,305.92							
09-K8-03-11	BARTON COUNTY SHERIFF	DWI ENFORCEMENT			7,259.97							
09-K8-03-12	BELTON POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			3,040.00							
09-K8-03-13	BELTON POLICE DEPARTMENT	SOBRIETY CHECKPOINT			7,700.00							
09-K8-03-14	BLUE SPRINGS POLICE DEPT	SOBRIETY CHECKPOINT			4,560.00							
09-K8-03-15	BOLIVAR POLICE DEPARTMENT	DWI ENFORCEMENT			6,000.00							
09-K8-03-16	BRANSON POLICE DEPARTMENT	DWI ENFORCEMENT			10,482.00							
09-K8-03-17	CAMDEN COUNTY SHERIFF	DWI ENFORCEMENT			15,325.00							
09-K8-03-18	CAPE GIRARDEAU POLICE DEPT	DWI ENFORCEMENT			16,780.00							
09-K8-03-19	CAPE GIRARDEAU POLICE DEPT	SOBRIETY CHECKPOINT			3,150.00							
09-K8-03-20	CAPE GIRARDEAU CO SHERIFF	DWI ENFORCEMENT			8,390.76							
09-K8-03-21	CARTERVILLE POLICE DEPT	SOBRIETY CHECKPOINT			4,769.00							
09-K8-03-22	CARTHAGE POLICE DEPARTMENT	DWI ENFORCEMENT SATURATION			1,128.96							
09-K8-03-23	CARUTHERSVILLE POLICE DEPT	DWI ENFORCEMENT			5,500.00							
09-K8-03-24	CASS COUNTY SHERIFF	DWI ENFORCEMENT			5,000.00							
09-K8-03-25	CASS COUNTY SHERIFF	SOBRIETY CHECKPOINT			4,650.00							
09-K8-03-26	CHRISTIAN COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)			14,976.00							
09-K8-03-27	CLARK COUNTY SHERIFF	DWIDRUG IMPAIRED DRIVER ENFORCEMENT			12,000.00							
09-K8-03-28	CLAY COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)			9,000.00							
09-K8-03-29	CLAY COUNTY SHERIFF	YOUTH ALCOHOL ENFORCEMENT			4,980.00							
09-K8-03-30	CLEVELAND POLICE DEPARTMENT	SOBRIETY CHECKPOINT			1,080.00							
09-K8-03-31	COLE COUNTY SHERIFF	SOBRIETY CHECKPOINT			11,500.00							
09-K8-03-32	COLUMBIA POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			8,820.00							
09-K8-03-33	CREVE COEUR POLICE DEPT	SOBRIETY CHECKPOINT			16,100.00							
09-K8-03-34	CREVE COEUR POLICE DEPT	BAT VAN			7,000.00							
09-K8-03-35	EUREKA POLICE DEPARTMENT	SOBRIETY CHECKPOINT			10,578.64							
09-K8-03-36	FARMINGTON POLICE DEPT	SOBRIETY CHECKPOINT			9,388.00							
09-K8-03-37	FESTUS POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			15,750.00							
09-K8-03-38	FLORISSANT POLICE DEPT	DWI ENFORCEMENT (WOLFPACK)			11,040.00							
09-K8-03-39	FRANKLIN COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)			15,000.00							
09-K8-03-40	FRANKLIN COUNTY SHERIFF	SOBRIETY CHECKPOINT			10,000.00							
09-K8-03-41	FRANKLIN COUNTY SHERIFF	YOUTH ALCOHOL			10,000.00							
09-K8-03-42	GLADSTONE DPS	DWI ENFORCEMENT			7,000.00							

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-K8-03-43	GRAIN VALLEY POLICE DEPT	DWI ENFORCEMENT			2,800.00							
09-K8-03-44	GRANDVIEW POLICE DEPT	DWI ENFORCEMENT			12,880.00							
09-K8-03-45	GREENE COUNTY SHERIFF	DWI ENFORCEMENT			75,000.00							
09-K8-03-46	GREENE COUNTY SHERIFF	YOUTH ALCOHOL ENFORCEMENT			40,000.00							
09-K8-03-48	HARRISONVILLE POLICE DEPT	SOBRIETY CHECKPOINT			7,424.00							
09-K8-03-49	HERCULANEUM POLICE DEPT	DWI ENFORCEMENT			3,224.00							
09-K8-03-50	HOWELL COUNTY SHERIFF	DWI ENFORCEMENT			5,000.00							
09-K8-03-51	INDEPENDENCE POLICE DEPT	DWI ENFORCEMENT (WOLFPACK)			125,000.00							
09-K8-03-52	INDEPENDENCE POLICE DEPT	SOBRIETY CHECKPOINT			45,000.00							
09-K8-03-54	JACKSON COUNTY SHERIFF	DWI ENFORCEMENT			13,425.00							
09-K8-03-55	JACKSON COUNTY SHERIFF	SOBRIETY CHECKPOINT			16,662.00							
09-K8-03-57	JACKSON COUNTY SHERIFF	TRAFFIC UNIT HARDWARE			2,500.00							
09-K8-03-58	JACKSON COUNTY SHERIFF	JCSO TRAFFIC UNIT			280,470.56							
09-K8-03-59	JASCO-METRO POLICE DEPT	DWI ENFORCEMENT			3,000.00							
09-K8-03-60	JASCO-METRO POLICE DEPT	SOBRIETY CHECKPOINT			3,000.00							
09-K8-03-61	JASPER COUNTY SHERIFF	DWI ENFORCEMENT			15,000.00							
09-K8-03-62	JEFFERSON CITY POLICE DEPT	DWI ENFORCEMENT			16,950.00							
09-K8-03-63	JEFFERSON COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)			110,003.80							
09-K8-03-64	JEFFERSON COUNTY SHERIFF	SOBRIETY CHECKPOINT			50,035.80							
09-K8-03-65	JEFFERSON COUNTY SHERIFF	YOUTH ALCOHOL			140,325.12							
09-K8-03-66	JENNINGS POLICE DEPARTMENT	DWI ENFORCEMENT			9,021.00							
09-K8-03-67	JENNINGS POLICE DEPARTMENT	SOBRIETY CHECKPOINT			5,010.00							
09-K8-03-68	JOPLIN POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			11,200.50							
09-K8-03-69	JOPLIN POLICE DEPARTMENT	YOUTH ALCOHOL			7,591.45							
09-K8-03-70	JOPLIN POLICE DEPARTMENT	DWI OFFICER			208,534.00							
09-K8-03-71	SCOTT COUNTY SHERIFF	DWI ENFORCEMENT			12,985.00							
09-K8-03-72	STRAFFORD POLICE DEPT	DWI ENFORCEMENT			3,962.45							
09-K8-03-73	TROY POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)			7,560.00							
09-K8-03-74	MSHP	DWI TRACKING SYSTEM			70,735.00							
09-K8-03-75	MSHP	SOBRIETY CHECKPOINT			240,590.00							
09-K8-03-76	MSHP	DWI SATURATION ENFORCEMENT			225,067.26							
09-K8-03-77	MSHP	DWI ENFORCEMENT (WOLFPACK)			45,005.76							
09-K8-03-78	EASTERN MO LE TRNG ACADEMY	DRE TRAINING			6,700.00							
09-K8-03-79	LEE'S SUMMIT POLICE DEPT.	DRE TRAINING			4,000.00							
09-K8PM-03-01	MO. Division of Highway Safety	IMPAIRED DRIVING PAID MEDIA			450,000.00							
09-154-AL-01	MO. Division of Highway Safety	YOUTH ALCOHOL				16,000.00						
09-154-AL-02	MO. Division of Highway Safety	PIRE PROGRAM				20,000.00						
09-154-AL-03	BOONE COUNTY SHERIFF	FULL TIME TRAFFIC UNIT WITH TRAINING				54,500.00						
09-154-AL-04	BOONE COUNTY SHERIFF	CHECKPOINT-SATURATON COMBINATION				17,174.80						
09-154-AL-05	KANSAS CITY POLICE DEPT.	DWI ENFORCEMENT				55,450.00						
09-154-AL-06	KANSAS CITY POLICE DEPT.	SOBRIETY CHECKPOINT				106,210.00						
09-154-AL-07	KANSAS CITY POLICE DEPT.	YOUTH ALCOHOL				18,000.00						
09-154-AL-08	KENNETT POLICE DEPT.	DWI ENFORCEMENT (WOLFPACK)				18,500.00						
09-154-AL-09	LADUE POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				6,105.00						

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Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-154-AL-10	LEE'S SUMMIT POLICE DEPT.	DWI ENFORCEMENT				25,900.00						
09-154-AL-11	MARYLAND HEIGHTS PD	DWI ENFORCEMENT (WOLFPACK)				13,055.60						
09-154-AL-12	MILLER COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)				5,200.00						
09-154-AL-13	MOBERLY POLICE DEPT.	SOBRIETY CHECKPOINT/DWI (WOLFPACK)				4,525.50						
09-154-AL-14	NEOSHO POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				2,555.91						
09-154-AL-15	NEWTON COUNTY SHERIFF	DWI ENFORCEMENT				36,510.00						
09-154-AL-16	NIXA POLICE DEPARTMENT	DWI ENFORCEMENT				6,195.00						
09-154-AL-17	NIXA POLICE DEPARTMENT	SOBRIETY CHECKPOINT				8,182.50						
09-154-AL-18	O'FALLON POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				10,696.80						
09-154-AL-19	O'FALLON POLICE DEPARTMENT	SOBRIETY CHECKPOINT				9,627.12						
09-154-AL-20	OLIVETTE POLICE DEPARTMENT	SOBRIETY CHECKPOINT				4,956.00						
09-154-AL-21	OSAGE BEACH DPS	SOBRIETY CHECKPOINT				9,900.00						
09-154-AL-22	OVERLAND POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				20,230.00						
09-154-AL-23	OVERLAND POLICE DEPARTMENT	SOBRIETY CHECKPOINT				7,573.00						
09-154-AL-24	OZARK POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				7,055.00						
09-154-AL-25	OZARK POLICE DEPARTMENT	SOBRIETY CHECKPOINT				11,190.00						
09-154-AL-27	PECULIAR POLICE DEPARTMENT	SOBRIETY CHECKPOINT (CASS CO. S.T.E.P.)				2,088.00						
09-154-AL-28	PERRYVILLE POLICE DEPT.	DWI ENFORCEMENT (WOLFPACK)				9,008.00						
09-154-AL-29	PEVELY POLICE DEPARTMENT	DWI ENFORCEMENT				6,960.00						
09-154-AL-30	PHELPS COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)				10,955.52						
09-154-AL-31	PLATTE COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)				4,480.00						
09-154-AL-33	PLEASANT HILL POLICE DEPT.	SOBRIETY CHECKPOINT				7,626.00						
09-154-AL-34	POPLAR BLUFF POLICE DEPT.	DWI ENFORCEMENT				17,993.97						
09-154-AL-36	RAYMORE POLICE DEPARTMENT	SOBRIETY CHECKPOINT				10,488.00						
09-154-AL-37	RIVERSIDE DPS	DWI ENFORCEMENT				5,000.00						
09-154-AL-39	SMITHVILLE POLICE DEPARTMENT	SOBRIETY CHECKPOINT				7,500.00						
09-154-AL-40	SPRINGFIELD POLICE DEPT	DWI ENFORCEMENT (WOLFPACK)				55,000.00						
09-154-AL-41	SPRINGFIELD POLICE DEPT	YOUTH ALCOHOL				30,000.00						
09-154-AL-42	ST CHARLES CITY POLICE DEPT	DWI ENFORCEMENT				12,960.00						
09-154-AL-43	ST CHARLES CITY POLICE DEPT	SOBRIETY CHECKPOINT				7,200.00						
09-154-AL-44	ST CHARLES COUNTY SHERIFF	DWI ENFORCEMENT (WOLFPACK)				22,320.00						
09-154-AL-45	ST JOHN POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				9,000.00						
09-154-AL-46	ST JOHN POLICE DEPARTMENT	SOBRIETY CHECKPOINT				8,225.00						
09-154-AL-48	ST JOSEPH POLICE DEPARTMENT	SOBRIETY CHECKPOINT				12,600.00						
09-154-AL-49	ST JOSEPH POLICE DEPARTMENT	YOUTH ALCOHOL				13,130.00						
09-154-AL-50	ST LOUIS METRO POLICE DEPT	DWI ENFORCEMENT (WOLFPACK)				234,776.00						
09-154-AL-51	ST LOUIS METRO POLICE DEPT	SOBRIETY CHECKPOINT				24,192.00						
09-154-AL-52	ST LOUIS COUNTY POLICE DEPT	DWI ENFORCEMENT/SOBRIETY CHECKPOINT				158,277.85						
09-154-AL-53	ST ROBERT POLICE DEPARTMENT	SOBRIETY CHECKPOINT				6,000.00						
09-154-AL-54	STONE COUNTY SHERIFF	DWI SATURATION				5,382.60						
09-154-AL-55	STONE COUNTY SHERIFF	SOBRIETY CHECKPOINT				6,781.95						
09-154-AL-56	TROY POLICE DEPARTMENT	DWI ENFORCEMENT/SOBRIETY CHECKPOINT				6,300.00						
09-154-AL-57	UNION POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				55,548.24						
09-154-AL-58	WASHINGTON POLICE DEPT	SOBRIETY CHECKPOINT				4,466.00						

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-154-AL-59	WASHINGTON POLICE DEPT	YOUTH ALCOHOL				5,800.00						
09-154-AL-60	WEBB CITY POLICE DEPARTMENT	DWI ENFORCEMENT (WOLFPACK)				10,500.00						
09-154-AL-61	WEST PLAINS POLICE DEPT	SOBRIETY CHECKPOINT				3,287.52						
09-154-AL-62	WILLOW SPRINGS POLICE DEPT	SOBRIETY CHECKPOINT				4,010.20						
09-154-AL-63	MADD	COURT MONITORING PROJECT				113,740.00						
09-154-AL-64	MISSOURI SAFETY CENTER	STATEWIDE DWI ENFORCEMENT				339,000.00						
09-154-AL-65	MISSOURI SAFETY CENTER	SFST COORDINATION				166,251.96						
09-154-AL-66	MISSOURI SAFETY CENTER	L.E. TRAINING - DRUGS THAT IMPAIR				4,536.00						
09-154-AL-67	MISSOURI SAFETY CENTER	SOBRIETY CHECKPOINT SUPERVISOR TRNG				52,866.00						
09-154-AL-68	MISSOURI SAFETY CENTER	BREATH ALCOHOL LAB OPS				261,945.36						
09-154-AL-69	MISSOURI SAFETY CENTER	BA SIMULATOR REPLACEMENT				28,642.00						
09-154-AL-70	MO SOUTHERN STATE UNIVERSITY	ALCOHOL PROJECTS				93,000.00						
09-154-AL-71	UNIVERSITY OF MISSOURI	THINK FIRST				276,746.00						
09-154-AL-72	UNIVERSITY OF MISSOURI	SMART/CHEERS				261,861.12						
09-154-AL-73	UNIV OF MISSOURI KANSAS CITY	DWI ENFORCEMENT				7,500.00						
09-154-AL-74	MO DIV OF ALCOHOL & TOBACCO	YOUTH ALCOHOL - ASAP				425,750.00						
09-154-AL-75	MSHP	LAW ENFORCEMENT TRAINING-ALCOHOL				51,940.00						
09-154-AL-76	MO OFF OF PROSECUTION SVCS	TRAFFIC SAFETY RESOURCE PROSECUTOR				174,124.94						
09-154-AL-77	MO DEPARTMENT OF REVENUE	LAW ENF TRNG - ALCOHOL/DRUG IMPAIRED				11,966.25						
09-154-AL-78	MO DEPARTMENT OF REVENUE	ALCOHOL TRNG FOR OFFICER & ATTORNEYS				11,640.00						
09-154-AL-79	FRANKLIN COUNTY SHERIFF	DWI UNIT				351,729.99						
09-154-AL-80	IMPAIRED DRIVING COUNCIL	PUBLIC EDUCATION & AWARENESS				90,514.22						
09-154-AL-81	MONETT POLICE DEPARTMENT	SOBRIETY CHECKPOINT				5,000.00						
09-154-AL-82	MSHP	DIGITAL VIDEO CAMERAS				59,252.00						
09-154-AL-83	MO OFF OF PROSECUTION SVCS	DWI COURT PILOT PROJECT				150,002.00						
09-154-AL-84	MDHS-DWI EQUIPMENT	DWI VEHICLE & RADARS				60,000.00						
		<b>TOTAL ALCOHOL PROJECTS</b>	<b>7,425,281.87</b>	<b>134,046.00</b>	<b>3,020,078.95</b>	<b>4,271,156.92</b>						
		<b>OCCUPANT PROTECTION</b>										
09-OP-05-01	MO. Division of Highway Safety	CPS Program Coordination		56,005.27								
09-OP-05-02	MO. Division of Highway Safety	CPS PROGRAM ACTIVITY		20,000.00								
09-OP-05-03	MO. Division of Highway Safety	BICYCLE/PEDESTRIAN SAFETY		5,000.00								
		<b>TOTAL OCCUPANT PROTECTION (402)</b>	<b>81,005.27</b>	<b>81,005.27</b>								
		<b>SAFE COMMUNITIES</b>										
09-SA-09-01	CAPE GIRARDEAU SAFE COMM	SAFE COMMUNITIES PROGRAM		91,173.10								
09-SA-09-02	CAPE GIRARDEAU SAFE COMM	TEAM SPIRIT		158,291.47								
09-SA-09-03	TRAFFIC SAFETY ALLIANCE	SAFE COMMUNITIES PROGRAM		52,335.60								
		<b>TOTAL SAFE COMMUNITIES</b>	<b>301,800.17</b>	<b>301,800.17</b>								
		<b>ENGINEERING SERVICES</b>										
09-RS-11-01	MO. Division of Highway Safety	ENGINEERING SERVICES Coordination		1,400.00								
09-RS-11-02	MO. Division of Highway Safety	BEAP/TEAP ENGINEERING ASSISTANCE		100,000.00								
		<b>TOTAL ENGINEERING SERVICES</b>	<b>101,400.00</b>	<b>101,400.00</b>								
		<b>402 PAID MEDIA</b>										

**MISSOURI DIVISION OF HIGHWAY SAFETY - FY 2009 PROJECTS**

Project #	Grantee	Problem Area and Project Countermeasure	Total Allocation	402	410	154 AL	2011	154 HE	408	2010	1906	157
09-PM-02-01	MO. Division of Highway Safety	CHILD PASSENGER SAFETY PAID MEDIA		100,000.00								
09-PM-02-02	MO. Division of Highway Safety	WORK ZONE PAID MEDIA		100,000.00								
09-PM-02-03	MO. Division of Highway Safety	YOUNG DRIVER PAID MEDIA		250,000.00								
09-PM-02-04	MO. Division of Highway Safety	OCCUPANT PROTECTION CIOT PAID MEDIA		325,000.00								
09PM-02-05	MO. Division of Highway Safety	COMPREHENSIVE PAID MEDIA		100,600.00								
		TOTAL PAID MEDIA	875,600.00	875,600.00								
		PROHIBIT RACIAL PROFILING										
09-K10-07-01	MSHP	PROHIBIT RACIAL PROFILING									240,000.00	
09-K10-07-02	WILLOW SPRINGS POLICE DEPT.	PROHIBIT RACIAL PROFILING									6,059.40	
		TOTAL PROHIBIT RACIAL PROFILING	246,059.40								246,059.40	
		DATA PROGRAM INCENTIVE										
09-K9-04-01	MO. Division of Highway Safety	TRAFFIC RECORDS Coordination							5,000.00			
09-K9-04-02	MO. Division of Highway Safety	LETS SOFTWARE							40,000.00			
09-K9-04-03	MISSOURI SAFETY CENTER	LETS SOFTWARE TRAINING							5,500.00			
09-K9-04-04	UNIV OF CENTRAL MISSOURI	TRAFFIC DATA STANDARDIZATION PROJECT							87,372.00			
09-K9-04-05	REJIS	TECHNOLOGY							28,593.00			
09-K9-04-06	MO. Division of Highway Safety	MoDOT GPS Linework							180,000.00			
09-K9-04-07	MSHP	GPS Auto-Population							32,160.00			
09-K9-04-08	OSCA	JIS Implementation-Municipal Project							77,505.63			
09-K9-04-09	Kansas City Police Department	Mobile Data Computers							148,000.00			
09-K9-04-10	MO. Division of Highway Safety	Technology-Collision Diagram Software							5,000.00			
09-K9-04-11	MO. Division of Highway Safety	Data Nexus-Traffic Records Strategic Plan Update							80,000.00			
		TOTAL DATA PROGRAM INCENTIVE	689,130.63						689,130.63			
		154 HE TRANSFER FUNDS										
09-154-HE-01	MO. Division of Highway Safety	HAZARD ELIMINATION PROJECTS						12,000,000.00				
		TOTAL 154 HE TRANSFER FUNDS	12,000,000.00					12,000,000.00				
		2010 MOTORCYCLE SAFETY										
09-K6-12-01	MO. Division of Highway Safety	SHARE THE ROAD CAMPAIGN								120,000.00		
		TOTAL 2010 MOTORCYCLE SAFETY	120,000.00							120,000.00		
		2011 CHILD SEATS										
09-K3-05-01	MO. Division of Highway Safety	CPS FOR LOW INCOME FAMILIES					1,000,000.00					
09-K3-05-02	MISSOURI SAFETY CENTER	CLICK IT OR TICKET CPS LE					183,600.00					
		TOTAL 2011 CHILD SEATS	1,183,600.00				1,183,600.00					
		INCENTIVE FUNDS (157)										
09-157-PT-00	MO. Division of Highway Safety	STATEWIDE INCENTIVE FUNDS										1,780.61
		TOTAL 157 INCENTIVE FUNDS	1,780.61									1,780.61
				6,329,130.67	3,020,078.95	4,271,156.92	1,183,600.00	12,000,000.00	689,130.63	120,000.00	246,059.40	1,780.61
		TOTAL HSP	27,860,937.18									